



VOL. X.

JANUARY, 1886.

No. 1.

THE NEW YEAR.

To-day, January 1, 1886—New Year's day—we send greetings to every Brotherhood Fireman in North America, more, to fathers, mothers, wives and children of Brotherhood Firemen, and to the sweethearts of those who are almost persuaded to emigrate to the state of matrimony. Nor does this suffice, but to our fifty thousand readers—in Lodge and home, wherever our Magazine is found—we say, "A Happy New Year to all." We wish you health, happiness and prosperity.

The coming of a new year suggests "Time" as a topic. Ah! what is time? The term is defined in many ways. We speak of time past—present time and of future time. For convenience we divide time into seconds, minutes, hours, days, weeks, months, years and centuries, but, after all, time is incomprehensible, like space it has neither beginning nor end, and yet, as certain occurrences transpire in regular order we are able to talk of periods and arrange dates, discuss eras and epochs, but Time ignores them all, and overwhelms them all in oblivion. He says—

"I cut through treasures with moth and rust;
I lay the gorgeous palace in dust;
I make the shell-proof tower my own,
And break the battlement, stone, by stone.
Work on at your cities and temples, proud man,
Build high as you may, and strong as you can;
But the marble shall crumble, the pillar shall fall,
And Time, Old Time, will be king after all."

But dismissing the incomprehensible, and for the nonce the sentimental phases of our subject, and coming direct to the practical, New Year days are suggestive of topics which touch life at many points and are, therefore, fruitful of thought. There may be those who lament past failures. They wish they could live the year 1885 over again. On the first day of January of the year they had formulated a programme which they have not carried out. They not only notice serious omissions, but they remember, with anything but satisfaction, that the programme has been materially changed, hence they would like to have an opportunity to rectify mistakes. They cannot be accommodated. 1885 has gone on with its record—accounts all in shape for reports. The years are honest. They tell the truth. Possibly there are those who will say, "I will have no more programmes. I will map out no lines of travel. Failures in the past foreshadow failures in the future. I will make no pledges and take no responsibilities. I shall let the world wag on. I will float with the current."

That is to say virtually, "The school of experience is a dear one, and I am too big a fool to profit by the severe lessons it has taught. I have found that 'honesty is the best policy,' but I will not heed it. I have found idleness to

FREE LIBRARY

67790

Digitized by Google

be the parent of a thousand ills, but I will remain indolent and slothful. I have found that a man is known by the company he keeps, but I will choose for associates the low and the vulgar. I have learned that economy leads to independence, but I will continue a prodigal career. My experience teaches me that high aims and ambitions, fidelity to duty and to obligation give credit, standing and character, but I will ignore such things and will not resolve, come what may, to be a man among men, useful and influential, because, in the past, I have found it difficult to accomplish all I had contemplated."

Under such circumstances it were well to remember that time and circumstances are the tests by which men are tried. It is not one nor a dozen failures which determine what a man is made of, nor does victory always determine a man's qualities of head and heart, but when a man surrenders to what is sometimes termed "bad luck," when his arm falls limp by his side, when his liver turns white and his heart throbs with no manly resolves and ambitions, no matter what reasons he may assign for his demoralization, he becomes a useless floater on the ebbing and flowing currents of life. Craven to the last and lowest degree, with neither courage nor conscience, he simply drifts. Without self-respect he has no claims upon others for esteem, and sinks an inert mass to the social danger line.

We do not attach special importance to the first day of January. We do not care to be sentimental. By common consent, the day is esteemed an anniversary. In the present case the first of January is the 1886th anniversary of the Christian era. In celebrating birthday anniversaries, it is regarded proper to refer particularly to the character, life and deeds of the person whose anniversary is thought to be worthy of special notice. If we were to impersonate Time and give it masculine prerogatives we should find abundant materials for discussion. But we shall content ourselves with saying that Time, though inexorable, is just—though exacting, is still liberal.

We are inclined to the opinion that Time likes men of convictions, courage—"pluck," if the term suits the reader better. Time, as he goes, holds in his hands tablets upon which every man writes the record of his life. There is no dodging the issue. The record is luminous with high resolves, noble struggles, or the reverse. The poor devil who capitulates to the enemy may not think it, but as certain as fate he has written the story of his cowardice, irresolution, imbecility and treason to himself and to society on a time tablet, and though all the clouds should weep vitriol and all the rivers flow liquid fire, clouds and rivers combined could not efface the record.

Taking this view of the subject, we observe no special reason why the first day of a new year is not a favorable time to write on Time's tablet declarations indicative of a determination to make 1886 bear away to the centuries gone a record of noble purposes.

Should this be the case the year will be at its close resplendent with testimony of grand achievements. It goes for nothing to say that the proposition is an old time platitude iterated and reiterated until society is weary of its din. We are not particularly wedded to the past. The living present is our opportunity, the world, as it is, our battle field. But the past is not our aversion. We care little for its crumbling temples and its buried cities. We confess to a rational degree of indifference in the rise and fall of its empires, thrones and dynasties. Pharaoh is of less importance to us than the Grand Master of our Continental Brotherhood, but we confess a reverence for the old time commandments, "Thou shalt not steal," "Thou shalt not bear false witness against thy neighbor," and "Honor thy father and thy mother." These Sinai sayings are worn "threadbare," they are hackneyed, but they will do to repeat yet, and though a man resolves on the first day of a new year to heed and obey them, the resolution will not dwarf his mind and soul proportions in the eyes of men or angels. It is always in order to do good, and it is always in order to resolve to be better, and

if such mental exercises are engaged in on the New Year anniversary, we fail to see anything in the proceeding for which an apology should be made. To be practical—suppose that every Brotherhood Fireman, surveying the past, should resolve that during the year 1886 they will promptly pay their dues to the Lodge? Suppose the resolution should be righteously kept? Would it not be better than to have written opposite his name, “Expelled for non-payment of dues”? Suppose every Brotherhood Fireman should resolve, on the first day of the New Year, “Rather than defraud the Lodge, I will send my soul unstained by such a crime naked before the bar of God?” Suppose the resolution to be recorded includes a pledge to be guilty of neither “unbecoming conduct” nor “drunkenness,” and that the stigma of “Dead-beat” shall not consign me to “insufferable degradation?” Who, of all the world’s wise and good, would say a mistake had been made, or advise a different course? In addition, suppose every Brotherhood Fireman should record the resolution, on the first day of the New Year, that in so far as he possesses influence, the Brotherhood of Locomotive Firemen shall be more united and prosperous than ever before in its history?

Is it required to introduce argument? We do not think so. We are not telling our Brothers what they should do on the first day of January, but we do say, should they conclude to register resolutions indicative of a determination to make headway in wisdom and usefulness, laughing and sneering will be agreeable only to imbeciles and knaves.

But such reflections aside. We value the New Year just ushered in for the opportunities it will offer to promote the welfare of the Brotherhood of Locomotive Firemen. We would have it united, progressive and in all regards successful. To this end we shall labor, and with our cordial greeting, “A Happy New Year to all,” we ask that every Brotherhood Fireman, dismissing doubts and fears, join us in the resolve to make the year 1886 excep-

tionally prosperous to our great and growing Order.

THE CASH VALUE OF MEN.

Do not be startled, dear reader, at the somewhat unusual question, “What is the cash value of men?” Indirectly the question is frequently propounded, and as often settled by a jury’s verdict.

It has been estimated that to rear a male child from its birth to manhood, or, say, till he is eighteen years of age, costs \$1,500. It will be understood that we are taking the American view of the subject, and that rearing a child means respectability in all things—clothing, lodging, food and education.

It would be the extreme of folly, to use no harsher term, to say that the cost of rearing the youth to the age named having been \$1,500; therefore, his market value is that or any other sum, since, fortunately, the time has gone by when there is a market value for men or boys, black or white, in America, still the question of their value is often brought forward and discussed, and, as we have remarked, settled judicially.

Statistics relating to the amount of money assessed by the courts as the value of men would be exceedingly interesting just here, but unfortunately such data is not at hand and we shall have to rely upon memory for facts.

Preliminary, however, to such statements it may be proper to arrive, as best we may, at the cash value of men. It will not do to estimate all men at the same value. The popular view of the subject does not warrant such an estimate. It is a stubborn fact that all men are not of the same cash value. The courts have so decided. But if the courts had not passed upon the subject the conclusion would be that there is a wide difference in the cash value of men, greater, probably, than would be found in the value of any other animals of the same kind known to the animal kingdom. It must not be objected that we apply the term “animal” to man, since, whatever else he may be, he is an animal, and stands first and highest in the animal kingdom.

For convenience, we will say the cash value of a man at 21 years of age is

\$1,500. We have said that the average cost of raising a boy to 18 years of age is that amount. At 21 years of age it may be said that a man is at the highest point of value. Taking the Scriptural limit of life, 70 years, and deducting 10 years for inefficiency for work, we have 39 years in which a man can perform work. If from this we deduct 10 years for idleness, sickness, etc., we have a remainder of 29 years for labor, or 8,700 working days.

It may be interesting to assume as a basis of calculation that the value of a man is in proportion to what he can earn. Taking it for granted that a man can work from 21 years of age to 60 years of age, 8,700 days, we have the following as his value at 21 years of age:

8,700 days at 75c per day	\$6,525 00
8,700 days at \$1.00 per day	8,700 00
8,700 days at \$1.50 per day	13,050 00
8,700 days at \$2.00 per day	17,400 00
8,700 days at \$2.50 per day	21,750 00
8,700 days at \$3.00 per day	26,100 00
8,700 days at \$3.50 per day	30,450 00
8,700 days at \$4.00 per day	34,800 00
8,700 days at \$4.50 per day	39,150 00
8,700 days at \$5.00 per day	43,500 00

We will suppose that from any cause stated a young man loses his life at 21 years of age in such a way that the laws hold certain parties responsible for the death, and suit is brought to recover damages, what is the basis of calculation upon which juries assess the amount of their verdict? .

The questions which arise in such a trial are numerous, and are regarded as vital by the defendant, by judge and jury. They relate to the age, the health, the habits and reputation of the deceased, as also to the amount of money he was earning at the time of his death. If it be shown, without reference to his years, that he was an idler, a man of dissolute habits, predisposed to vagabondage, the jury will not be likely to set a high cash value upon him, if, indeed, they regard him of any value at all. But let it be shown by the heirs of the dead man that he was an industrious citizen, that his habits were good, that his character was unblemished, that he was true to duty and to obligation, then, with rare exceptions, the jury fixes the value at a higher figure. Our information leads

to the conclusion that the amount is seldom or never what it ought to be, and we are equally well convinced that the laws touching such cases are sadly defective.

In cases such as we have mentioned the demand is not for the *cash value* of the man killed, but for *damages*, but it were idle to cavil about terms; the fact is the jury assesses the cash value of the man, and this is brought out always in the proceedings in the case. It is held that a man who is earning \$5.00 a day is five times more valuable than the man who earns \$1.00 a day, and though the jury may not award damages strictly upon that basis, the figures do have their influence.

The least reflective of our readers will see at a glance that there is something radically wrong in estimating the cash value of men, and this fact will increase to colossal proportions in the minds of those who will visit the rooms in Washington City, where are to be seen models of inventions, the work of men who, in thousands of instances, did not receive one quarter of the pay of a member of Congress, and yet it is within the boundaries of probability, aye of the records, to warrant the conclusion that if Howe, the inventor of the sewing machine, had been killed in such a way as to make any corporation responsible, a jury would not have awarded his heirs half the amount they would have done had he been a member of Congress. Is it replied, Such is the way of the world? Admit it, but manifestly it is a "way of the world" which requires a change.

The declaration that "All labor should leave an excess," has become proverbial, and there are other facts which the ablest economists declare are more certainly true, and which are "that all value is born of labor, and is composed essentially of wages, in other words, that no wealth has its origin in privilege, or acquires any value except through work, and that consequently labor alone is the source of revenue among men." Statistics abundantly prove that labor, as it has been managed in all the past history of mankind, has left "an excess," but unfortunately the

excess has not been equitably divided, and it is this unjust division that is made to play a conspicuous part in courts when juries are required to fix a cash value of men or award damages.

Take for instance the Astors, of New York, they never, in any proper sense, performed a day's work in their lives, and yet they have multiplied millions of wealth. If any of the Astors should be killed in such a way as to make the city of New York responsible, who does not know that the surviving Astors would demand, say, \$100,000, while if a laborer should fall a victim to the same deadfall who believes he would recover \$1,000, and yet the life of the laborer was the more valuable, for his work was a "source of revenue," and it was in work that Astor's wealth had "its origin."

It will doubtless occur to the minds of readers that since courts do assess what is called damages when persons are killed under certain circumstances, which is nothing more or less than estimating the cash value of men, a movement ought to be made in the direction of fixing some standard of value by which juries should be governed. As the case now stands the probabilities are that justice will not be done, and that human life will continue to be rated of such small value that corporations will not regard it important to be more considerate than at present, and it would not be difficult to show that, as matters now stand, there is vastly less excitement over the killing of a laboring man than there is when a mule has lost his life by an accident preventable or otherwise.

It should be understood that we are not discussing the question under consideration from a benevolent, sentimental or life insurance standpoint, but rather as a legal question determined by courts and juries. It may be said that it is one of that class of questions which defy standards of exact measure, and that after all each case must be left to the discretion of the courts. But in a matter of such supreme importance as the life of a fellow-being, it is not creditable to the intelligence of the age to say that close approxima-

tions to justice cannot be had. Under existing circumstances whim, caprice, technicality and circumlocution, and the usual entanglements of law practice, play more conspicuous parts than truth and justice, besides the heirs of a laborer, a wage man, who go into court for the purpose of seeking redress for a great wrong—often a criminal wrong—find the expense so great and the uncertainties so numerous that when an award is made most of it goes to pay enormous fees.

It occurs to us that the laws touching such matters are too vague, and that they require looking into, and we are hopeful that the time is not distant when wage men will unite for the purpose of seeing that their interests receive the attention from law-makers which their importance demands.

THOMAS A. HENDRICKS.

Before this article meets the eyes of the readers of the Magazine, they will have been apprised of the death of Thomas A. Hendricks, Vice President of the United States, the second high office in the gift of the American people.

Mr. Hendricks died at his home, in the city of Indianapolis, on Wednesday, November 25th, 1885, at 4 o'clock in the afternoon. His death was sudden, unexpected and painless. The last words he was known to have spoken were: "Eliza," the name of his beloved wife, and "Rest at last," or "This is rest." He died in the full possession of his mental faculties. No mist or clouds obscured his mental vision. Nor can it be said, though the summons was unexpected to others, that it was a surprise to him. He had had warnings, premonitions, some of them serious, others, those indefinable portents, sensations, omens intelligible to the soul, which presage danger, but whatever influence such messages had upon his mind, those who met him in his daily walks and conversation, were unable to discover the slightest change in his demeanor or conversation. Mr. Hendricks was verging on to three score years and ten. He had passed the sixty-sixth mile stone. His

proportions when compared with Nature's wide domain.

If there is anything in the signs of the times, or if the signs of the times are not misleading, then we conclude a robust purpose is developing to have a *plate* at the "banquet of Nature" for every man, and to see that the plate is well supplied with substantial food. The significance of the movement is to demand a more equitable division of the wealth which labor creates.

The purpose is laudable, the demand just. There is no mistaking the object which labor organizations have in view. There is nothing dishonorable or dishonest in it. Their purpose is to strengthen rather than weaken the bulwarks which protect society. Society gains nothing by injustice. Half paid, half fed, half clothed, miserably sheltered labor is not in the line of peace and security. On the contrary, it means anarchy and disorder. Labor organizations comprehend the situation. Wage men in every department of labor are organizing, and the time is not remote when there will be a grand federation of these organizations.

We have no means of knowing what will be the programme of proceedings, but we surmise that the declaration will be made in some form that there is work and food for a man born into this world, and that at the "great banquet of Nature" a plate is laid for him, and, if not, they will see to it that he does have a plate at the banquet in the future, at least in the United States. We conclude that the wage men of the United States at an early day will say, "We have the ballot. We will elect law-makers who will prove true to labor interests, who will be willing to see American laborers earn enough money to support the dignity of American citizenship—that is to say, have good clothes, good food, good shelter, something to purchase books, to make home comfortable and bright, and children born shall be reared to comprehend and appreciate constitutions and institutions. This will be in the line of an equitable distribution of the wealth labor creates.

Statesmen, if such there are in the

country, will do well to make a note of the purpose of wage men to organize for the purpose of bettering their condition. It means business. It means a revolution in parties. It means the breaking up of old combinations and the organization of a new party, with ideas based upon justice and fair dealing. It means statesmanship in its broadest and best sense, a statesmanship which recognizes the fact that—

"Ill fares the land, to hastening ills a prey,
When wealth accumulates, and men decay."

PLAIN TALK.

Governor McEnery, of Louisiana, in his address to the Locomotive Engineers at New Orleans, among other things said: "Your occupation necessarily excludes you from companionship with your fellow citizens and with one another. Your life is essentially exclusive. A wise and intelligent management would recognize this, and inaugurate means to bring railroad employes into sympathy with the corporation by providing for their immediate wants, and suitable means for the retirement of superannuated and disabled employes. But the owners of railroads, the shareholders, are at a distance from their faithful employes. *They know nothing and care less about their condition. They have no philanthropy or benevolence, and their business is to increase the earnings of their capital at the expense of employes and the public.* In periods of increased activity they demand *greater service without increased compensation*, and in times of depression, *they reduce wages to a bare subsistence.* To subordinate officials are delegated great and extraordinary powers. Favoritism is practiced, and merit sometimes ignored. *Employes are discharged without explanation or question. There is no recognition of the rank and file who risk their lives, overtask their energies and impoverish their families to increase the dividends of the shareholders.*"

In the foregoing remarks of the Governor of Louisiana (the italics are ours) the readers of the Magazine have what will pass current as very plain talk. The question arises, Does the

Governor talk at random? He says the owners and shareholders of railroads have "no philanthropy or benevolence," and that "their business is to increase the earnings of their capital at the expense of employes." The Governor makes sweeping statements. He introduces no exceptions. These owners of railroads, says the Governor, do not increase wages when business is active, but they do reduce wages in times of business depression. It would be difficult to frame charges embodying more sharply defined injustice. The Governor further says, that employes are discharged from railroads "without explanation or question," and that there is "no recognition of the rank and file who risk their lives, etc., to increase the dividends of the shareholders."

When a Governor makes such grave charges it is proper to assume his language will attract wide attention. We do not remember to have read such charges against railroad owners, at any time, as coming from such official eminence. Hitherto it has been usual to expect anything in the line of Governor McEnery's charges only from dissatisfied employes, but now they are put on record as the deliberate utterances of a Governor of a great empire State.

We have a right to conclude that Governor McEnery is correctly reported, as his address, containing the extract we publish, is found in a late number of the *Engineers' Journal*, the acknowledged organ of the Brotherhood.

It occurs to us that Governor McEnery's statements will scarcely bear investigation; indeed, we infer that the transactions of the Brotherhood of Locomotive Engineers cast some doubt upon the statements of the Governor. We notice, in the transactions of the convention, that the "Committee on Thanks" mentions about one hundred different railroad corporations and systems of railroads, which seems to include about all the principal roads on the continent, and thanks them "for courtesies to delegates and their wives in grant-

ing them free transportation." We suppose that the free transportation included about 400 persons. Taking the average, say \$60.00, for each person transported to and from New Orleans, and the contribution swells to the snug sum of \$24,000, which the Brotherhood of Engineers would have expended but for the "courtesies" of the railroads. Such liberality on the part of the roads hardly warrants the sweeping assertion of Governor McEnery that the owners of railroads "have no philanthropy or benevolence."

Our experience is, that when Brotherhoods of Railroad Men desire to meet in convention, or hold meetings less pretentious and important, railroads, as a rule, are opulent in their courtesies. There are some exceptions, but they are few, and we are disposed to place upon record our recognition of courtesies often extended to Locomotive Firemen.

Governor McEnery's address to the Engineers was in many regards most excellent, and we have perused it with real satisfaction; but knowing as we do, that many railroad corporations are generous in their treatment of employes, we must dissent from the sweeping censure that all owners of railroads are destitute of philanthropy or benevolence, and their great liberality in granting transportation to delegates to the conventions of railroad employes, we think warrants our friendly criticism of Gov. McEnery's charges.

As an evidence of the refining influences of our boasted civilization, the notorious Mrs. Walkup, of Kansas, who recently escaped hanging on the charge of making her old husband *Walkup* the golden stairs loaded down with "Rough on Rats," claims to have received "quite a number" of offers from theatrical managers to go upon the stage, and one New York gentleman (?) offered her \$20,000 to make a tour under his management. Mrs. Walkup declined all the flattering offers, because she is lacking in histrionic talent. She says, "Whatever I do is natural to me." It is generally supposed that theatrical managers know what will please the

public, and when they offer a woman, who has just escaped the halter, \$20,000 to "star it" on the stage, they must know that the great American Republic hankers after a very low order of innocence or a very high order of crime, or will be delighted in seeing the representative of one or the other on the boards. Such statements going the rounds of the press are not creditable to the American people, nor are they creditable to the stage. It is held that the stage is one of the great educating forces of the age, but when women charged with murder and who have escaped the halter and the prison, by virtue of legal chicane, are sought after to parade them before the public on the stage, the educational idea, as connected with the stage, becomes exceedingly misleading. It is *aquasi* indorsement of things which make prudent people shudder. It is an evidence that the stage and those who control the stage are unmindful of essential proprieties, and that money is the object rather than morals.

THROUGHOUT all New England there is a scarcity of men, and in Massachusetts there are 76,627 more women than men. Massachusetts is not afraid of statistics. She has a way of setting up the figures which carries conviction to all who notice sum totals. Her State Statistician says that in 1840, forty-five years ago, the women were only 7,672 in the majority, and that while the population of the State during that period has increased about 250 per cent., the female majority has increased 1,000 per cent. Manifestly, the sex question is bothering the Massachusetts man not a little.

If the 7,000 women—we like round numbers—of Massachusetts had married in 1840, those familiar with vital statistics would be able to show that the population of the State would have been increased about 400,000. There would have been within the State about 8,000 more homes than at present, and when a reasonable estimate is made of the amount of the necessities of life required for an average home, in these latter times, the loss in dollars and

cents to trade will assume startling magnitude—not less than \$40,000,000 annually. It is not our purpose to make the Massachusetts Yankees unhappy, but if they are made to realize the great loss in money they have sustained, because the surplus women of 1840 did not marry, like Rachel of old, the probabilities are they will mourn for the loss of children and will not be comforted. But starting out now, with calculations based upon 76,627 unmarried women, the facts in 45 years would assume such colossal proportions that Massachusetts would esteem it prudent to offer premiums for husbands to wed her fair daughters.

FIVE THOUSAND coal miners at Pittsburgh have been on a strike for five months. The rate for mining coal before the strike was $2\frac{1}{2}$ cents per bushel. The miners asked an advance of one-half cent a bushel. The operators proposed if the miners would resume work at the old rate, $2\frac{1}{2}$ cents per bushel, they would guarantee steady work at that rate for one year. The proposition was accepted and the strike ended. We will suppose that each miner could dig 100 bushels a day at $2\frac{1}{2}$ cents per bushel. In that case, 5,000 miners would have earned \$12,500 a day, and in five months, say 150 working days, they would have earned \$1,875,000. As a consequence, they are out of pocket that amount. If at the expiration of the five months' strike the miners had secured the one-half cent per bushel advance, it would have required two years and a half for them to have made good their loss.

IN Australia, where wool is a staple product, sheep are sheared by steam, and the machine with which the shearing is performed is so admirably adapted to the work that neither sheep nor fleece are injured by the operation. The steady march of invention threatens, at no distant day, to relieve many more willing hands from work, and thoughtful men are inquiring if the time is not near at hand when labor-saving machinery will not be regarded as labor-starving machinery?

A STORY OF FREDERICKSBURG.

It was after the battle of Fredericksburg ;
 The ground was strewn with the fallen foe.
 They lay in ranks on the side of the hill
 With their front to us ; and a boy could throw
 A stone to the nearest rank, so close
 Had they pushed their way to the frowning edge
 Of our rifle pits in the last mad charge,
 When they struck our lines like an angry sledge,

And fought up under the very guns
 Till the blue line wavered, and turned, and broke,
 And the stragglers sullenly disappeared
 Behind the mantle of pitying smoke.
 There was one tall man in the nearest rank,
 So tall he had towered above the rest
 As we watched him bearing the tattered flag.
 He lay with a rifle ball through the breast,

We thought him dead, but he turned at last,
 And raised himself on his elbow there,
 And looked down over the bloody field,
 Then back at us in fierce despair.
 We saw him fumble beneath his coat,
 And feebly draw with a shaking hand
 A little package of letters stained
 With use and tied with a faded band.

He spread them out, and he picked up one,
 The smallest letter of all the store,
 We knew that his eyes were filled with tears
 That blotted the tiny package o'er.
 He tried to read, but his head dropped low
 On his breast, and his hand fell nervelessly ;
 But the stiffening fingers still kept their grasp
 On the words that his eyes could no longer see.

A murmur ran through the rifle pits ;
 We had watched him there from our sheltered stand ;
 We fell to wondering whose hand had traced
 The letter he held in his brown hand.
 "His wife !" said one ; "No, his sweetheart, boys !"
 Said another. "His mother !" said one whose face
 Was fresh and fair as a girl's ; he dropped
 His gun and clambered from out the place.

He ran to the dead man's side and raised
 The hand, and there in a childish scrawl
 Was written, "I love you, papa dear."
 The hand had closed o'er the rest, and all
 That had cheered his soul in that lonely place
 Was the simple note of a little child.
 And yet, it had sweetened the taste of death.
 For it seemed to me that the dead man smiled.

—Herbert W. Collingwood.

MOTLEY AND MONARCH.Robert G. Ingersoll in *North American Review*.

Strange mingling of mirth and tears, of the tragic and grotesque, of cap and crown, of Socrates and Rabelais, of Æsop and Marcus Aurelius, of all that is gentle and just, humorous and honest, merciful, wise, laughable, lovable, and divine, and all consecrated to the use of man; while through all, and over all, an overwhelming sense of obligation, of chivalric loyalty to truth, and upon all the shadow of the tragic end.

Nearly all the great historic characters are impossible monsters, disproportioned by flattery, or by calumny deformed. We know nothing of their peculiarities, or nothing but their peculiarities. About the roots of these oaks there clings none of the earth of humanity. Washington is now only a steel engraving. About the real man who lived and loved and hated and schemed we know but little. The glass through which we look at him is of such high magnifying power that the features are exceedingly indistinct. Hundreds of people are now engaged in smoothing out the lines of Lincoln's face—forcing all features to the common mold—so that he may be known, not as he really was, but, according to their poor standard, as he should have been.

Lincoln was not a type. He stands alone—no ancestors, no fellows, and no successors. He had the advantage of living in a new country, of social equality, of personal freedom, of seeing in the horizon of his future the perpetual star of hope. He preserved his individuality and his self-respect. He knew and mingled with men of every kind; and, after all, men are the best books. He became acquainted with the ambitions and hopes of the heart, the means used to accomplish ends, the springs of action and the seeds of thought. He was familiar with nature, with actual things, with common facts. He loved and appreciated the poem of the year, the drama of the seasons.

In a new country a man must possess at least three virtues—honesty, courage, and generosity. In cultivated society, cultivation is often more important than soil. A well-executed counterfeit passes more readily than a blurred genuine. It is necessary only to observe the unwritten laws of society—to be honest enough to keep out of prison, and generous enough to subscribe in public—where the subscription can be defended as an investment. In a new country character is essential; in the old, reputation is sufficient. In the new, they find what a man really is; in the old he passes for what he resembles. People separated only by distance are much nearer together than those divided by the walls of caste.

It is no advantage to live in a great city, where poverty degrades and failure brings despair. The fields are lovelier than paved streets, and the great forest than walls of

brick. Oaks and elms are more poetic than steeples and chimneys. In the country is the idea of home. There you see the rising and the setting sun; you become acquainted with the stars and clouds. The constellations are your friends. You hear the rain on the roof and listen to the rhythmic sighing of the winds. You are thrilled by the resurrection called Spring, touched and saddened by Autumn, the grace and poetry of death. Every field is a picture, a landscape; every landscape a poem; every flower a tender thought; and every forest a fairy-land. In the country you preserve your identity—your personality. There you are an aggregation of atoms, but in the city you are only an atom of an aggregation.

Lincoln never finished his education. To the night of his death he was a pupil, a learner, an inquirer, a seeker after truth. You have no idea how many men are spoiled by what is called education. For the most part, colleges are places where pebbles are polished and diamonds are dimmed. If Shakespeare had graduated at Oxford, he might have been a quibbling attorney or a hypocritical parson.

Lincoln was a many-sided man, acquainted with smiles and tears, complex in brain, single in heart, direct as light; and his words, candid as mirrors, gave the perfect image of his thought. He was never afraid to ask—never too dignified to admit that he did not know. No man had keener wit or kinder humor. He was not solemn. Solemnity is a mask worn by ignorance and hypocrisy—it is the preface, prologue, and index to the cunning or the stupid. He was natural in his life and thought—master of the storyteller's art, in illustration apt, in application perfect, liberal in speech, shocking Pharisees and prudes, using any word that wit could disinfest.

He was a logician. Logic is the necessary product of intelligence and sincerity. It cannot be learned. It is the child of a clear head and a good heart. He was candid, and with candor often deceived the deceitful. He had intellect without arrogance, genius without pride, and religion without cant—that is to say, without bigotry and without deceit.

He was an orator—clear, sincere, natural. He did not pretend. He did not say what he thought others thought, but what he thought. If you wish to be sublime you must be natural—you must keep close to the grass. You must sit by the fireside of the heart: above the clouds it is too cold. You must be simple in your speech; too much polish suggests insincerity. The great orator idealizes the real, transfigures the common, makes even the inanimate throb and thrill, fills the gallery of the imagination with statues and pictures perfect in form and color, brings to light the gold hoarded by memory—the miser shows the glittering

coin to the spendthrift hope—enriches the brain, ennobles the heart, and quickens the conscience. Between his lips words bud and blossom.

If you wish to know the difference between an orator and an elocutionist—between what is felt and what is said—between what the heart and brain can do together and what the brain can do alone—read Lincoln's wondrous words at Gettysburg, and then the speech of Edward Everett. The oration of Lincoln will never be forgotten. It will live until languages are dead and lips are dust. The speech of Everett will never be read. The elocutionists believe in the virtue of the voice, the sublimity of syntax, the majesty of long sentences, and the genius of gesture. The orator loves the real, the simple, the natural. He places the thought above all. He knows that the greatest ideas should be expressed in the shortest words—that the greatest statues need the least drapery.

Lincoln was an immense personality—firm but not obstinate. Obstinacy is egotism—firmness, heroism. He influenced others without effort, unconsciously; and they submitted to him as men submit to nature, unconsciously. He was severe with himself, and for that reason lenient with others. He appeared to apologize for being kinder than his fellows. He did merciful things as stealthily as others committed crimes. Almost ashamed of tenderness, he said and did the noblest words and deeds with that charming confusion—that awkwardness—that is the perfect grace of modesty. As a noble man, wishing to pay a small debt to a poor neighbor, reluctantly offers a hundred-dollar bill and asks for change, fearing that he may be suspected either of making a display of wealth or a pretense of payment, so Lincoln hesitated to show his wealth of goodness, even to the best he knew.

A great man stooping, not wishing to make his fellows feel that they were small or mean.

He knew others, because perfectly acquainted with himself. He cared nothing for place, but everything for principle, nothing for money, but everything for independence. Where no principle was involved, easily swayed—willing to go slowly if in the right direction—sometimes willing to stop, but he would not go back, and he would not go wrong. He was willing to wait. He knew that the event was not waiting, and that fate was not the fool of chance. He knew that slavery had defenders, but no defense, and that they who attack the right must wound themselves. He was neither tyrant nor slave. He neither knelt nor scorned. With him, men were neither great nor small—they were right or wrong. Through manners, clothes, rags, and race, he saw the real—that which is. Beyond accident, policy, compromise, and

war, he saw the end. He was patient as Destiny, whose undecipherable hieroglyphs were so deeply graven on his sad and tragic fate.

Nothing discloses real character like the use of power. It is easy for the weak to be gentle. Most people can bear adversity. But if you wish to know what a man really is, give him power. This is the supreme test. It is the glory of Lincoln that, having almost absolute power, he never abused it, except upon the side of mercy.

Wealth could not purchase, power could not awe, this divine, this loving man. He knew no fear except the fear of doing wrong. Hating slavery, pitying the master—seeking to conquer, not persons, but prejudices—he was the embodiment of the self-denial, the courage, the hope, and the nobility of a nation. He spoke, not to inflame, not to upbraid, but to convince. He raised his hands, not to strike, but in benediction. He longed to pardon. He loved to see the pearls of joy on the cheeks of a wife whose husband he had rescued from death.

Lincoln was the grandest figure of the fiercest civil war. He is the gentlest memory of our world.

A HUGGING MATCH.

Texas Siftings.

Old farmer Pettengill went into the house one day and caught the hired man hugging Mrs. Pettengill.

The farmer said nothing and went into the field. After dinner he wanted John for something, but John could not be found. He went at last to John's room, where the latter was on his knees packing his trunk.

"What is the matter, John?" said Mr. P.

"Oh, nothing," said John.

"What are you packing your trunk for?"

"I'm going away."

"Going away! What are you going away for?"

"Oh, you know."

"No, I don't know," rejoined Mr. P. "Come, give me a reason for your sudden desire to go away?"

"Well," meekly replied John, "you saw what I was doing this morning."

"Oh, pshaw," laughed Pettengill, "don't be foolish. If you and I can't hug the old woman enough, I'll hire another man."

SOME TURKISH PROVERBS.

The knife's wound heals, the tongue's never.

The tongue slays more than the sword; and the tongue is boneless, but it breaks bones.

He who holds his tongue saves his head.

There is no better answer than this: I know not. I saw not. That which thou sowest, that also shalt thou reap.

YELLOW ROSES.

Translation from Alphonse Karr.

The yellow rose tree brings a story to my mind.

One evening, two years ago, I went to spend a few hours with an old lady, amiable, witty and kind, who lived near me. She is passionately fond of flowers, and you could not conceive the delight I take in making beautiful bouquets for her, or how happy I am in her surprise when I take her a flower that she does not know, or which is not common in the country.

Yesterday when I went in I found an old gentleman with her who came into our neighborhood a year ago to take possession of a large estate which was left him by a distant relative on condition that he should take with the property the name of its former owner. He is called, accordingly, M. Descoudraies.

He sought an introduction to my old friend, and I soon had reason to be jealous of his attentions to her; they formed a friendship for each other, and spent almost all their evenings together playing *trictac*.

I saluted them quietly in order not to interrupt their game, and then, when it was ended, I offered Mme. Lorgèrel a bouquet of yellow roses which I had brought.

My roses were very beautiful, although the excessive rains of that year had caused the yellow roses to bloom imperfectly; mine, sheltered by the projection of a roof, were perhaps the only perfectly expanded ones in the neighborhood. Mme. Lorgèrel uttered exclamations of delight over the beautiful bouquet.

M. Descoudraies said nothing, but appeared preoccupied. I remarked this with surprise, not understanding the mysterious influence of my yellow roses; but Mme. Lorgèrel soon spoke of something else, and I thought I must have been mistaken.

As for M. Descoudraies, he began to laugh and said:

"Would you believe that this bouquet has recalled, as by an operation of magic, a whole epoch of my youth?"

"During the last five minutes I have been but twenty years old; within five minutes I have fallen in love with a woman who must now be sixty years old, if she is still living. I must tell you this story; it concerned a circumstance that has had a great influence over my whole life, and whose memory, even to-day, when my blood has only just warmth enough to continue life and play *trictac*, does not fail to move me in an extraordinary manner.

"I was twenty years old a little more than forty years ago. I had only just come from college, where young men spent more time than in these days. After having ripely considered for me, and without my aid, the choice of a vocation, my father announced to me one morning that he had obtained for

me a lieutenancy in the regiment of —, quartered in a city of Auvergne, and bade me hold myself in readiness to set out on the third day.

"I was somewhat disturbed for several reasons. In the first place I did not like a military life, but that would have been an objection easily overcome; the sight of a rich uniform, a few ambitious phrases, a little music, would easily have made of me an Achilles or a Cæsar.

"But I was in love.

"I would not for anything in the world have ventured to mention this to my father. His sole response to such a confidence would have been an order to depart that very night. But I had an uncle. Such an uncle!

"He was a man then of my present age; but he had remained young, not toward himself, indeed, for never did an old man renounce with a better grace Satan, his pomps and his deeds, but toward others. He loved young people; he understood them without being jealous of them. He did not believe that his infirmities were progress, nor his old age necessarily wisdom. Through his kindness of heart and his reason he lived in the happiness of others. He was found a sharer in all the generous follies, all the noble foolishness of youth; he was the confidant and protector of all love affairs, debts, and hopeful plans. I went to him and I said to him: 'Uncle, I am very unhappy.'

"'I wager twenty louis that you are not,' said he.

"'Ah! uncle, do not joke. Besides, you would lose.'

"'If I lose I will pay; perhaps that will comfort you.'

"'No, uncle, money has nothing to do with my trouble.'

"'Tell me about it.'

"'My father has just announced to me that I am lieutenant in the regiment of —.'

"'A splendid misfortune! The handsomest uniform possible, and the officers are all gentlemen.'

"'But, uncle, I do not wish to be a soldier.'

"'What! You do not wish to be a soldier? Can it be that you are not brave?'

"'I do not know yet; but you are the only one in the world whom I allow to ask me such a question.'

"'Well, then, Cid, my dear fellow, why do you not want to be a soldier?'

"'Well, uncle, it is because I want to marry.'

"'Oh!'

"'There is no *oh* in the matter, uncle; I am in love.'

"'Is that what you call unhappiness, you ingrate? I only wish I were in love myself. And who is the object of your tender flame?'

"'Ah, uncle, she is an angel.'

"'Yes, I know; it is always an angel.

Later on you will love a woman better. But to what human name, in short, does this angel answer?"

"That they call her Naomi."

"That is what I am asking. Naomi is for yourself. Moreover, it is a pretty name. But for me, who wants to know who the angel is, to what family she belongs, the family name is the essential thing."

"It is Mdlle. Amelot, uncle."

"Indeed! That is far better than an angel. She is a brunette, tall and slender, with dark, velvety eyes. I do not disapprove the object."

"Ah, uncle, if you only knew her heart!"

"I know, I understand, and does she pay you back in kind? as they used to say. Is that what you young folks call it nowadays?"

"That, uncle, I do not know."

"What! Not know? My unworthy nephew! You have gone to see her every day and you do not even know whether she loves you!"

"She does not even know, uncle, that I love her."

"Oh, you are mistaken as to that, my handsome nephew; you know nothing at all about that. She knew it at least a quarter of an hour before you knew it yourself."

"All I know is, that I shall kill myself unless I can have her."

"Oh! oh! Well, now, nephew, there are a great many chances that you will never have her. Your father is much richer than she, and will never be willing to give her his son."

"Then, uncle, I shall know what to do."

"Yes, but take care; don't do anything foolish in any case. Listen to me a moment."

"Yes, uncle."

"Very well; in the first place you can not marry at twenty."

"Why not, pray?"

"Because I am not willing, and without my consent this marriage can not take place at all."

"Oh! my uncle—"

"If the girl loves you she will promise to wait for you three years—"

"Three years, uncle!"

"If you complain, I shall say four. If she promises to wait three years for you, you will go to your regiment, but not at Clermont. I will get you into a regiment a few leagues from Paris, so that you can come home once in three months, when you wish to do so."

"Very well, uncle; how shall I know whether she loves me?"

"How shall you know? Why, by asking her."

"Ah, uncle, I should never dare to do it."

"Very well, then; pack your trunks and obey your father."

"But, uncle, you do not know what a girl she is. I have tried a hundred times to

tell her that I loved her; I have cursed myself for my timidity; I have fortified myself in every way; I have prepared speeches and learned them by heart, but when the time came to speak, the first word choked me, and I talked of something else. Her expression is so severe, it seems to me that she could never love a man, and I talked of something else."

"In regard to letters it was much worse. When the moment came to give them they seemed so stupid to me that I could not tear them into small enough pieces."

"But, my boy, it is time to make up your mind at last, and there is a reason for it, too. Your father has not told you all. He wishes to send you to Clermont because the colonel of the regiment is a friend of his and has a daughter; because this daughter is intended for you and will make a rich and splendid match. But—you need not speak—I know that all that is nothing when one is in love. It is a tremendous folly, no doubt, but it is a folly of which I should be very sorry not to have been guilty. None but priqs are free from it. I know that the old call it illusion, but who knows that the illusions are not their own? The glass that diminishes the size of objects has no less real an existence than the glass that magnifies them."

"If she loves you, you ought to give up everything for her; it is a stupid thing to do, but it is right, and it must be done. But you must find out whether she loves you, and just now you have an excellent opportunity to do so. They want to marry her. You turn pale at the idea and wish you had your odious rival at the sword's end—is that what you say nowadays? Well, then, try to keep up a little of this fine courage in the presence of your beautiful Naomi. They want to marry her; you are richer than she; but the one to whom they wish to give her is richer than you; besides, he is titled, and is a husband ready to their hand; and the wedding outfit is prepared, while for you they would have to wait. Go to Naomi and tell her that you love her. She knows it, but it ought to be said in any case. And tell her—for she must love you, young, handsome, and witty as you are—tell her to swear to wait three years for you, and to write it to me in a letter, which I will keep. Then I will break up that other marriage; I will get you into another regiment, and in three years, in spite of everything, I will have you married."

"Well, uncle, I have an idea. I will write to her."

"As you please."

"I left my uncle and went to write my letter. This was not the hardest part of my task. I had already written to her 150 times; but to deliver the letter embarrassed me. Having no time to hesitate, however, I came to a decision. I bought a bouquet of

yellow roses and slipped my letter into the middle of the bouquet. This is perhaps all very foolish, but I remember it still.

"After avowing my love I begged her to love me and be happy with me, and to wait for me three years. I asked her, if she consented, to wear one of my yellow roses in her hair that evening; then, said I, I shall dare to speak to you of my joy—I dare not yet say our joy.

"When evening came Naomi wore no rose in her belt. I wanted to kill myself, but my uncle went with me to Clermont. He remained there two months, and ended by comforting me and persuading me that Naomi had never loved me.

"But, uncle," I would say, 'she seemed so happy when I came, and reproached so sweetly when I came late.'

"Women love everybody's love,' he would reply, 'but they are far from loving everybody.'

"At last I almost forgot her and married the colonel's daughter, whom I lost after eight years of marriage. But I still think of Naomi, and I always see her a young girl of seventeen, with her brown hair and her dark, velvety eyes, while she must now be some good old lady.

"But your name is not Descoudraies?"

"No, that is the name of my uncle's estate; my name is Edmund d'Altheim."

"Then I will tell you what became of Naomi."

"What?"

"Yes, she loved you."

"But the yellow rose?"

"She did not find your note. Your sudden departure cost her many tears. Afterwards she married M. de Lorgere, whose widow I am to-day."

"What, you? Are you Naomi Amelot?"

"Alas, yes; as you are still, or rather, as you scarcely are, Edmund d'Altheim."

"Who would have believed that one day we would be unable to recognize each other?"

"Yes; or that we should meet years after only to play triquet. As for the bouquet, I have always kept it."

And Madame de Lorgere went to an ebony cabinet and brought forth from it a withered bouquet. She was trembling. She untied the bouquet and found the letter that had been there for forty-two years.

They were both silent. M. Descoudraies arose.

Madame de Lorgere took his hand and said: "You are right. This resurrection of our heart's youth should not be before two aged faces like yours and mine. Let us shield from becoming ridiculous a noble affection which, perhaps, will bring us happiness all the rest of our lives. Come again after a few days."

Since that time the two old people have been inseparable. I have never seen anything like the love that is between them.

They have a thousand things to tell that have never been explained; they love each other retrospectively; they would like to be married to each other; but they dare not marry now.

SIEGE GUNS BUILT OF WIRE.

Chicago Journal.

Siege guns built of wire are the newest description of ordnance for the British national service. A very tough steel wire is used, having a breaking strength of 100 tons to the square inch, which is wound over a steel tube as tape may be wound on a reel, being frequently fastened to secure its cohesion, and so neatly put together as to look precisely like solid metal. An experimental howitzer has been made upon this principle, and passed a satisfactory proof at the royal arsenal, Woolwich. It has a caliber of ten inches, but weighs only about seven thousand pounds.

In its trial this howitzer threw a shell of 360 pounds with a charge of twenty-eight pounds, and attained a velocity of 1,000 feet per second—a result which may be compared with two other guns of a similar weight which are at present in the service. One of these is the eight-inch howitzer, which fires a shell of just half the weight—namely, 180 pounds—with a velocity of 950 feet, and the other is the 100 pound gun of 6.6 caliber, which, with its light shot of 100 pounds, manages to reach a velocity of 1,390 feet per second. The trial weapon seems in no way impaired by the strain to which it has been subjected.

ELECTRIC MOTIVE POWER.

Scientific American.

M. Deprez, in 1882, exhibited the results of his experiments to transmit electricity as a motive power for industrial purposes. Rothschild has backed him up with the cash, the outlay to the present being 800,000 francs. In the 1882 experiments, Deprez produced a current of electricity and sent it along an ordinary telegraphic wire a distance of six miles, into a recipient which accumulated forty-six per cent. of the volume of electricity generated and that represented a stored force of eight horse-power. Like water, gas or other fluids, conveyed through pipes, electricity, too, loses by leakage along its pipe, which is a wire.

Now the problem, for solution is, not to produce, but to transmit the electric current over a great distance with so little leakage as to enable it to be practically utilized as a motive power. M. Duprez can now transmit an electric force a distance of thirty-six miles, representing in the receiver forty horse power, and only a loss of fifty per cent. through leakage on the way.

CLOSED DOORS.

Youths' Companion.

A farmer runs a straight furrow when he plows up an old meadow. But in ploughing a "clearing," he turns the plough aside from this stump, or lifts it over that rock. Some theorists resemble the foolish farmer, who insists that a field full of stumps and rocks shall be marked with straight furrows. Their pet theory admits neither of variation nor of exception.

An amusing illustration of the absurdity of being so wedded to an idea as to make no allowance for facts outside of it, is given in John F. Darby's "Personal Recollections."

Daniel Dunklin, who was Governor of Missouri half a century ago, was a native of South Carolina, and had been trained in the political principles of Mr. Calhoun. His principle for interpreting the national or state constitution was that known as "strict construction." But he was far too literal in his construction.

One day, while he was presiding over the Senate of Missouri, by virtue of his office as Lieutenant-Governor, the weather being very cold, the door of the Senate Chamber was closed. As soon as the Lieutenant-Governor noticed that the doors had been shut, he quietly directed the doorkeeper to set it wide open.

One of the members near the door, who suffered from the cold draft, rose and closed the door. Immediately it was reopened by order of the presiding officer, and again a member closed it.

The Lieutenant-Governor would not allow such interference with the constitution. Demanding silence, he rose, and in an impressive manner, said:

"Senators: The Constitution of the State of Missouri, which each one of you has sworn to support, expressly provides that both houses of the General Assembly 'shall sit with open doors.' I have tried to do my duty by keeping the doors open, but to my regret several members of the Senate are disposed to violate the constitution by keeping the doors shut."

Singular to say, an animated debate arose upon the President's statement, and the Senate was obliged to decide by a formal vote that the shutting of the doors to keep the cold out was not sitting with "closed doors" in a constitutional sense.

THE FAMILY STORM SIGNAL.

Cleveland Plaindealer.

"Pa," said little Eddie McDonald early this morning, "the storm signal is up."

"Is it, my son?"

"Oh, yes. Ma says she found a toothpick in the front door lock this morning and your shoes on the top of the bureau, and she says it's going to be a cold day."

Mr. McDonald went down town without waiting for breakfast.

WHY HE STOPPED DRINKING.

"No, I won't drink with you to-day, boys," said a drummer to several others, as they settled down in a smoking car and passed the bottle.

"The fact is, boys, I have quit drinking; I've sworn off."

His words were greeted with shouts of laughter by the jolly crowd around him; they put the bottle under his nose and indulged in many jokes at his expense, but he refused to drink, and he was rather serious about it.

"What is the matter with you, old boy?" sang out one. "If you have sworn off drinking, something is up; tell us what it is?"

"Well boys, I will, although I know you'll laugh at me. But I'll tell you, all the same. I have been a drinking man all my life, ever since I was married; as you all know, I love whisky—it's as sweet in my mouth as sugar—and God only knows how I'll quit it. For seven years not a day has passed over my head that I didn't have at least one drink. But I am done. Yesterday I was in Chicago. On South Clark street a customer of mine keeps a pawnshop in connection with his other branches of business. Well, I called on him, and while I was there, a young man of not more than twenty-five, wearing threadbare clothes, and looking as hard as if he hadn't seen a sober day for a month, came in with a little package in his hand. Tremblingly he unwrapped it and handed the article to the pawnbroker, saying:

"Give me ten cents."

"And, boys, what do you suppose that it was? A pair of baby shoes, little things, with the buttons only a trifle soiled, as if they had been worn only once or twice.

"Where did you get these?" asked the pawnbroker.

"Got 'em at home," replied the man, who had an intelligent face and the manner of a gentleman, despite his sad condition. "My wife bought them for our baby. Give me ten cents for 'em—I want a drink."

"You had better take the shoes back to your wife; the baby will need them," said the pawnbroker.

"No, s-she won't, because—because she's dead. She's lying at home now—died last night."

"As he said this the poor fellow broke down, bowed his head on the show-case and cried like a child.

"Boys," said the drummer, "you can laugh if you please, but I—I have a baby of my own at home, and I swear I'll never drink another drop."

Then he got up and went into another car. His companions glanced at each other in silence; no one laughed; the bottle disappeared, and soon each one was sitting in a seat by himself, reading a newspaper.

A SAD CHRISTMAS.

R. J. Burdette in Indianapolis Herald.

People who travel over the Pennsylvania railroad know, by sight at least, a friend of mine at the Broad street station of that road in Philadelphia. An officer of police, on duty there. A tall, broad-shouldered man, of handsome face, and the physique of an athlete, pleasant eyes, but resolute and keen, and a smile lurking always under the dark mustache. I have seldom passed through the gates without catching a grasp of the hand, and he and the Prince became fast friends. I don't think I ever talked with him five minutes without hearing him say something about his own little boy, a bright, pretty little fellow of seven years. His only child, and the man loved him with all the measure of his big heart. He couldn't help talking about him, and I believe he dreamed about him all the time he wasn't talking about him.

So tall he is, my friend the officer, that when we stop in the busy station for a few minutes' chat he must bend his head a little, while I must lift my face a trifle to look into the pleasant resolute eyes. I can't help admiring these great, strong, tall men, with the figures of gladiators and the bearing of a soldier, and this friend of mine is worthy of any man's admiration.

Some time in November I said good-bye to him at the gate and took the train for my lecture tour. The day before Christmas I came back to Philadelphia, loaded to the guards with boxes, parcels and bundles for my Prince's Christmas-tree, glad, glad, glad to get away from the platform and the hotels and to get back home. Sure enough, first to bid me welcome home was my tall friend. He wished me a merry Christmas, hoped my tour had been pleasant and successful, and then I laughed.

"Come," I said, "out with it! What have you got him for Christmas? What can I send him? How is the little boy?"

The hand on my arm tightened its grasp a little, the great tears came welling up into the pleasant eyes and drowned their light, and the clear, firm voice was husky and tremulous.

"Dead and buried a month ago, Mr. Burdette."

Ah me, the shadow of that Christmas! No toys save the broken ones the little hands had played with; no songs except the echoes of the childish songs he used to sing; no music but the haunting memories of his little prattle and merry laughter. Under the drifting snow the little white face and the waxen hands, with the dimples in them still in the quiet home. Christmas was only a date; just the 25th of December, that was all. How still, how empty, how lonely the home with the little boy away.

"You asked me," he said, "what I got him for Christmas?"

Just then some duty of his office called him away from me, and, as he turned to go, he said:

"I have got a wreath for him."

Ah yes, what better? A little wreath of green holly for the snow-covered mound, while whiter than the snow lying upon his white breast, the child sitting at the feet of Him who was the babe of Bethlehem, the Christ-child, weareth a garland of immortality. "Run now, I pray thee, to meet her, and say unto her, 'Is it well with the child?' And she answered, 'It is well.'"

GRANT'S KNIFE.

The Accident which led to its Loss and Recovery in Parker's Creek.

New York Tribune.

It had been a handsome knife in the days when a hand now cold and still in Riverside Park was wont to grasp it. Even now the tortoise-shell handle, with its gold lining and mountings, gives little hint of the vicissitudes through which it has passed. And the inscriptions: "General Grant" and "September 26, 1877," on gold plates laid into either side, are as legible as when the engraver first finished his work. But the steel, once bright as a maiden's eye, keen as Yankee wit, and used to cut the tips from no one knows how many thousand cigars, is sadly rusted. The water of the salt Atlantic, which creeps up Parker's Creek with every rising tide, has so gnawed at the edges of the four blades that each resembles a miniature profile map of the Andes; and one of them, like a thrice-told joke, has lost its point.

One bright morning in June, 1882—the 27th—the Long Branch express train from New York came thundering on the low bridge at Parker's Creek at the rate of forty miles an hour. Ten seconds later, owing to a loosened rail, the cars were lying a wreck in the shallow inlet. Three passengers were killed and others received injury. Among the first to emerge, harmless, but unhurt, and smoking his cigar with a composure that was as characteristic as the cigar itself, was General Grant. Upon the scene of that disaster, about a year ago, the knife described was found by the son of Mrs. Cordelia L. Conover, living at Little Silver, close by. It was brought to this city just after the burial of its former owner, and offered for sale for the benefit of the Grant monument fund. Suspecting that it had been a gift, and surmising who might be the giver, a New York gentleman brought the matter to the attention of Dr. C. B. Webster, United States Consul at Sheffield, England, who from the description identified the knife at once. On the occasion of General Grant's visit to Sheffield, in making his tour of the world, the ex-President was escorted through the famous cutlery works

of Joseph Rodgers & Sons. As mementoes of the visit Dr. Webster ordered and presented this knife to General Grant and a case of six scissors to Mrs. Grant, both being inscribed with the date. Immediately upon hearing of the discovery Dr. Webster offered one hundred dollars for the knife, in case the Grant family should resign their claim to it, which they have done. A check for one hundred dollars was dispatched to the Grant monument fund by Dr. Webster's representative.

DOMESTIC FIDELITY.

Ida A. Harper in Indianapolis Journal.

A great national event like that of the past week brings many strange reflections to the thoughtful student of humanity. There is no one thing on earth which so calls out the noble attributes of men's characters and so completely subjugates all that is mean or selfish in men's natures as that strange visitation called death. No magical transformation scene upon the stage was ever half so wonderful as that which takes place when the angel of death touches with mysterious wand one who held a high place among his fellow-creatures. Instantly all other men seem dwarfed and obscure, and the dead hero stands alone on a sacred height in the clear, white light of a divine illumination. Through the side wings his enemies glide away and reappear upon the stage as admiring friends. The voices of envy, malice and condemnation are drowned in the great anthem of praise and eulogy sung by all the multitude. Vices dwindle away and are forgotten, while virtues rise triumphant and are glorified in verse and paragraph, and spoken eulogy from the thousands who offer tribute to the distinguished dead.

Never was this more strikingly illustrated than in the recent death of our honored Vice-president. Like the flash of the telegraph that announced the sad news, died away all political animosity, all personal and private ill-will. Never was there a more spontaneous and universal outburst of love and esteem and high appreciation. And yet this torrent of kindness, this avalanche of affection came too late to bring one ray of happiness to the man who inspired it. The heart it would have thrilled with joy was forever silent and unresponsive; the life it would have filled with gladness was forever ended. This beautiful tribute could not brighten the last pages; the book was closed. The past year and a half has known much of criticism and censure of the one who to-day is most honored of the Nation, inseparable, perhaps, from political life, but keenly felt by this sensitive, refined man. Only a thousandth part of the praise and esteem that to-day fall upon dull ears would have made the whole world bright for the gentle, conscientious statesman. But the

same qualities that now seem almost peerless were unheeded and unmentioned. It is the old, old story—we save our laurel wreath for the coffin-lid.

One noticeable fact, one highly creditable to us as a nation and as individuals, is that in all the eulogies which have been pronounced, the private character of Mr. Hendricks has been placed above the public and political. The legal acumen, diplomacy, political sagacity, power of debate, all have been subordinated to the pure and stainless character. In positions of public trust he was faithful to his constituency, and he bore unflinchingly the blaze of popular criticism; but it was in the quiet light of his own fire-side that he seemed most attractive. There is no greater virtue than domestic fidelity. All men may not be capable of great statesmanship, military heroism, literary genius, or financial strategy, but every man may be faithful to his wife and family. The men who have been most eminent in public affairs have also offered beautiful examples of faithfulness to home. Among our financiers neither the Astors, Vanderbilts nor Goulds are immoral. Neither A. T. Stewart nor Peter Cooper were accused of immorality. The most beautiful example of love and tenderness ever given to the world was that between General Grant and his wife, a devotion which did more to endear the hero to his countrymen than even his great military achievements. Sherman, Sheridan, McClellan, most of our generals are or were devoted to their wives. Hayes and Garfield both gave most convincing assurance of the love and respect they entertained for their wives. Many of the more unscrupulous politicians have held the marriage tie lightly, but the best element have been true to their family. The attachment of Senator for Mrs. Logan is proverbial. Blaine, Edmunds, Bayard, Sherman, Hoar, Cameron, Randall, Carlisle, a vast majority of our statesmen, are good, faithful husbands. Among our literary men it is almost impossible to find one of permanent reputation who is not irreproachable as husband and father. Emerson, Holmes, Whittier, Hawthorne, Longfellow are examples worthy of imitation. In this fast age of infidelity, and recklessness, and scoffing, one sometimes grows discouraged, and feels that the solid ground is slipping away, and that we are losing the grand principles which it was promised should be everlasting. But when within six months two of our great citizens pass away, and we observe that no one trait of character meets with such universal and heartfelt response as that of domestic love and fidelity, then indeed we take courage and feel that the heaven of original purity will at last work out the salvation of the world.

Among the many thoughts that crowd upon us there is space to give expression to

but one more. The wives of these men—were they women of remarkable ability to thus win and retain the husband's affection? With two or three brilliant exceptions they were not superior to thousands of others. The average woman, if she is made her husband's friend and companion, taken into his counsels, and kept close to his heart, will prove herself equal to every emergency that may arise in his life or her own. The husband will find her presence a help, an inspiration and a necessity, and it will be her delight and pride to minister unto him. This was what the sacrament of marriage was intended to be when it was divinely ordained. It has been sadly perverted by uncongeniality, selfishness, misunderstanding and estrangement, until, in many instances, married life is a travesty. The wife who is made to feel from the beginning that she is in nowise necessary to her husband's mental and spiritual welfare will, after awhile, indeed cease to be essential. She will finally become absorbed in her own pursuits and go her own separate way, though always looking backward with regret at the husband's pathway, where she was considered an intruder. When the young husband shall take the young wife by the hand and say: "Whither I go, thou shalt go, my way shall be thy way, and thou shalt always be my beloved comrade," then will he realize that he has obtained "heaven's best gift;" and then will the perfect fellowship between husband and wife be so universally the rule that only the absence of it will excite observation or comment.

HE JUMPED.

A Detroit Man Who Beat the Chap That Leaped From the Brooklyn Bridge.

Detroit Free Press.

"Heard of Odlum, haven't you?" he asked, as he entered an office on the Fourth floor of a Griswold street block.

"The jumper?"

"Yes; the chap that jumped from the bridge and met his death."

"Well?"

"Well, I'm a better jumper than Odlum ever was, and I came here to jump from your big bridge."

"But we haven't any."

"Yes; I learned the fact after my arrival."

"I see. And you are dead, broke?"

"Well, you might call it that, and in case you felt like—"

"Yes; I feel like. I always feel like. Come out here!"

The jumper followed him out into the hall, and the gentleman drew back his right leg, pointed to the stars and said:

"Beat Odlum"

"You bet!" chirruped the stranger, and he landed on the seventh step, turned over and reached the landing right side up, made abow to the audience and turned the corner.

AMERICAN PEARLS.

How they are Obtained from the Lower California Fisheries.

New York Sun.

Most of the valuable gems found in the fisheries of Baja California have been sent to Paris, the great pearl market of the world. About all the competition that now exists is confined to a few French houses, which have agents at La Paz, who buy up the stones as fast as found. It seems a strange indifference on the part of the United States to treasures within her reach, not to mention the merchants of England and Germany, that France is permitted to secure all these gems for a nominal sum, and then sell them again to these same countries at an enormous advance.

It is difficult to approximate the value of the Gulf of California fisheries, because the fishers themselves place a mere nominal value on the pearls in their consular invoices before sending them to Europe. Thus, a superb gem, which may sell for \$500 when first torn from the red hand of the coral reef, will bring in Paris from \$5,000 to \$8,000. Yet, with the haphazard policy that has always prevailed, the annual yield of the gulf beds is estimated at not less than \$250,000 worth, while five times that amount would more fitly represent the real value of the pearls as sold in Europe. The frequent occurrence of black pearls in these fisheries has given them unusual importance, those gems being now the rage on the Continent, to be worn by people in mourning. Rare and beautiful pink pearls are also occasionally brought up, more valuable than diamonds of equal size. During the year 1883 several notable specimens were found. Among them was a light-brown pearl, flecked with darker shades, which weighed sixty-five karats, its estimated value being \$8,000. It was brought up by Manuel Urbano, and purchased by the pearl firm of Gonzales & Ruffo, who sent it to Paris. Another, found by Napoleon Savin, was pear-shaped, white, shot with dark specks. It weighed forty-four karats, and sold for \$7,500. At the same time Messrs. Pablo, Hidalgo & Co., pearl merchants of La Paz, secured another gem from some unknown Indian diver for which they paid \$10 and received \$5,500 for it in France. It was of oval shape, of a light sandy color, perfect in contour and brilliant in lustre, weighing thirty-two karats. That lucky diver, Savin, found two other treasures last year, weighing respectively forty-five and thirty-one karats, which together, because of their surprising lustre, brought \$11,000. But the most famous treasure of all was secured years ago near Loreto by a Mexican diver, who came up into sunshine with the loveliest gem of the sea grasped in his dusky hand, a perfect pearl, weighing 100 karats, which may to-

day be seen in the royal crown of Isabel the Catholic.

The profit of the fisheries is by no means limited to the pearls themselves. The shells are also coveted, the poorest selling upon the spot for from eight to twelve cents per pound, while in Europe, where the lining of the shells is worked into buttons and knife handles, they bring from twenty to thirty cents per pound. Many of the larger shells are shipped to San Francisco, where, as mother-of-pearl, they find ready sale at from \$1.50 to \$5 per pound. For centuries the Gulf coast has been noted for its conchological beauties, but the shells of the pearl fisheries are most highly prized, some of them being fully fifteen inches wide, and marvelously beautiful when polished. One may find them for sale in the San Francisco shops for fabulous prices, with birds, flowers or landscapes elaborately carved upon them.

The meat of the pearl oysters, though unsalable in the American market, is also made a source of profit, being readily bought by Chinamen, who dry the leathery little bivalves, or seal them up in cans and send them to their brethren in China or in San Francisco. Those scions of the Flowery Kingdom, who reside in great numbers around the gulf, are never employed as divers, but are engaged in the unsavory occupation of digging and shipping guano from wave-washed caves and rock-bound coasts, where sea birds have been depositing it for centuries. It is a well-known fact that pearls are sometimes produced by means that are partly artificial, especially in the Japanese fisheries. That gem of purest ray serene so prized by admirers of precious stones in all ages of the world, is but the result of some lesion suffered by the oyster, its solidified tear of suffering. Hence an injury is often purposely inflicted by introducing between the shells a small stone or shot or bit of gravel, and then the oysters are again put to bed. This process is said to be successful in producing great quantities of pearls, but those thus formed are inferior in lustre and less desirable for marketable purposes. No such attempts have been made in the Mexican fisheries, for those supplied by nature are sufficiently numerous.

STILL BETTER.

She was wading across the mud on Indiana avenue when a butcher cart came along and splashed her from bonnet to shoes. A pedestrian who witnessed the accident pulled out his handkerchief and said:

"Beg pardon, but let me wipe some of it off."

"O! thanks!" she replied, "but never mind the mud. If you feel it a duty to do something in the case please mention some of the leading cuss-words now in use!"

THE FEJEES.

Habits of a Remarkable People.

A correspondent of the San Francisco Chronicle, writing about the South Sea Islands, says:

It is a common impression that the South Sea Islanders are all cannibals, and that the islands are filled with wild beasts. Such is not the case. The natives are indolent and far from being savage, and their relations with the whites are easy-going and simple. There is little romance and less adventure in exploring these southern archipelagoes. The islands are all of volcanic origin, and in the lowest strata show no evidence of ores or minerals. The vegetation is tropical and luxurious, and the forests abound in every variety of birds. It is a common superstition that the islanders are physically dwarfs and the women shriveled and hag-like in appearance, resembling the Indian squaw. The truth is, however, that no finer race exists in the world as regards physical structure. The men are tall and well formed. The women have magnificent proportions, pleasing faces, are neither flabby nor fat, and the contours of their bodies are harmonious and voluptuous.

They have well-developed busts, which show beauty in their natural form, as they wear nothing above the waist. By actual measurement they approach the Venus of Milo nearer than the European. Their houses are built of a framework of saplings, put together without any nails, fastened by sennit made from the cocoanut fibre and thatched with a long grass to the thickness of several feet. The sides and ends are filled with a latticework of reeds that admit the air. The floors are covered with soft grasses to the depth of several feet, over which are spread mats. One end of the floor is raised about one foot above the rest, and is used as a bed, upon which is laid from fifty to one hundred of the softest mats. One corner is reserved as a small fireplace, consisting of bare ground and a few stones, on which are always kept smouldering a few cocoanut husks, used for the purpose of making the sulaka, or native cigarette. The tobacco which they smoke is simply the raw leaf dried in the sun. They hold the leaf over the fire until it is crisp, and then roll it in dried banana leaf to a sharp point at one end and broad at the other. One cigar usually does for several persons, each taking a few whiffs and passing it to the next.

The chief of their delicacies is the mandrai, made from any fruit, yams, taro, or bananas, pounded into a thick paste and buried on the shore between high and low water mark. There it is left to decompose for a year, when it is dug up and steamed in a large pot. When unrolled from the dried banana leaves the odor is that of bad sourkrout sliced with Limburger cheese.

The natives relish this condiment as a masterpiece of their art, and eat it without even holding the nose. It is sweet to the taste and easily digestible. Another Polynesian delicacy is a raw fish about the size of a sardine, which the natives scoop out of the water and bolt while the fish is still wriggling. They taste like sardines.

The natives are very polite in their intercourse with each other. When one sneezes his companion says, "Sabula," your health; the person sneezing replying, "Moli," thank you. They never meet in the morning without saying, "Sa yandre," it is awake, and in departing say, "Sa la'ki moce" go to sleep. The language abounds in poetry, without rhyme, and mainly of the trochee meter, as the accents of the words usually fall on the penult. They celebrate love, martial deeds, feats of strength and drinking feats in verses, which are handed down by oral tradition.

CARE OF WATCHES.

The following as to care of watches, is given by a practical jeweler, and will be interesting to all who own or carry time pieces:

Perhaps there is no more fruitful cause of the bad action of good watches than dusty and oftentimes, filthy pockets. There is, perhaps, not more than one person in ten, when he takes his watch to the repairer to have it examined, but expresses profound astonishment when shown that the pride of his pocket is locked with an "alluvial deposit," or textile fabric.

"Why," they say, "my watch-case shuts absolutely tight; I don't see how anything could get into it."

Well, it is but fair to admit that in cases it is a problem. But, what are we to say in the face of facts, when on taking the movement from the case and holding it over a piece of white paper there falls upon it dust, readily to be seen?

Probably the best way to keep a watch clean is to keep the pocket clean and to do that the watch should be carried in an upper vest pocket, and have plenty of round holes, worked like round buttonholes, in the lower corners; and better yet, have your pocket made of a firm net.

Here is a grand chance for some of our clothiers to introduce this sort of pocket. Now about winding watches. Hold the watch still, particularly so if it is a key-winder. Don't wind the key. A very bad habit is to wind both. By twirling the watch back and forth, you increase the motion of the balance in the arc, causing the ruby pin to strike the lever on its outside edge, and thereby snap it off. For the same reason, when a watch stops, twirl it very gently,—and then if it does not go, stow it away or have it repaired.

When winding a watch or clock see that

the key has a close fit, and that it slides clear on to the square, else you will round the corners of the arbor and key; then whiz it goes, and you and the clock both have received a shock that will last you through the day.

Do not blow in the key, as no one probably ever succeeded in blowing out a particle of dust, and there are very few people who can blow into a key without wetting it; once wet, you have a rusty arbor, to the extent of being a serious injury to the winding parts.

A finely constructed watch, barring violent usage and neglect, may be in its prime at the age of fifty or even three-score-and-ten, and have been running all the time. But this one thing is certain; no matter how fine a watch you may have, you can only get the best results by being systematic in your treatment of it. It is a well known fact that in changing the position of a watch you change its rate. Therefore, it should be regulated to some chosen position by day and by night. It makes but little difference whether it hangs up by night, or lies down; but if you hang it up by night, hang it up every night.

A SEAT WITH THE ENGINEER.

Kingston Freeman.

The wife of an engineer on the West Shore railroad, a most agreeable little woman, went to New York the other day shopping, and came up on the train of which her husband drives the engine. At Newburg she took a seat in the engine and rode from there to Kingston. For that distance the train runs with great speed, at intervals fully a mile a minute. When she reached this city her friends, who were there to meet her, in a chorus inquired: "Well, how did you enjoy it?" "Oh!" said she, "it was splendid, real exciting, but I haven't a hair pin in my hair." The jar of the engine had shaken all the hairpins out, so that her hair hung upon her shoulders. She says she don't wonder that engineers usually keep their hair cut a "dead rabbit" fashion.

A HINT TO WIVES.

New York Sun.

Wife (at the breakfast table).—What time was it when you came in last night, dear?

Husband (with an aching head).—Well-er, I don't know, exactly.

Wife.—It must have been 3 o'clock. Were you detained at the office?

Wife (anxiously).—I'm afraid you are working too hard, dear. You ought not to confine yourself so closely to business. I am not surprised that you have a headache in the morning. You really must take better care of yourself. By the way, dear, can you let me have twenty dollars?

Husband.—Certainly, with pleasure.

THE SWISS GUARD.

St. Nicholas.

The Pope has his own soldiers, who are not very many, and who generally act as guards to the various parts of the Vatican. Behind the bronze doors, which are enormous barred gates, we saw some of these soldiers, one of whom will ask us for our *permessos*, or permits. I am sure you never beheld military gentlemen like them before. They are called the Swiss guard, and are dressed in a uniform of flowing tunic and breeches, formed of broad perpendicular stripes of black, red, and yellow, long stockings striped in black and yellow; and on state occasions they wear brass helmets with heavy white plumes, and carry halberds, or pikes with ax-heads at the ends. The officer's dress, of the same design, is of bright silk, and they make a dazzling appearance. These men appear as if they belonged to the Middle Ages and had nothing to do with our modern times; and they very properly seem so, for their uniform was designed by Michael Angelo, not long after the discovery of America, and their stumie has never been changed. It used to be the custom of many of the potentates

Europe to have personal guards composed of Swiss soldiers, as they were considered more honest and trustworthy than any others. In Walter Scott's "Quentin Durward" you will learn a great deal about the Swiss guards of France. In Paris the porter at the door of great houses is still often called "The Swiss," although he is almost always a Frenchman. And these guards of the Pope are now Italians, but they still retain the old name.

OLD-FASHIONED WHIPPING.

The Qualifications of a Public School Teacher in the Far West.

Youth's Companion.

A teacher, whose school was in the far West, furnishes the following account of his examination by the director of the district:

"You ever graddyated?"

"No, sir."

"Glad of it! Graddyates don't half of 'em know beans when their head's in the bag. Ever studied 'stronomy?"

"No, sir, never."

"Big fool if you had. Ever go nosing 'round studyin' the flory of a country—bottomy, they call it?"

"Never, sir."

"You couldn't teach young uns o' mine if yo hed. They was a crank here onct tryin' to make us b'leeve they was sech things ez male and female plants. Must o' thought we hadn't no sense. Do you go much on grammar?"

"I think it a very useful study."

"I think it a pack o' stuff and clutter-bosh! Don't callate ter hev my boys an' gals

talk by rule an' rote, an' mincein' things up tel they aint no sense in 'em. Do you fool 'way much time on feenology?"

"Physiology? Yes: I think it an excellent thing for boys and girls to study."

"Well, I aint so awfully set agin that. I reckon it's a good thing ter know what ter do when one busts a blood-vessel or breaks a leg. 'Taint much use to gals, though. They would do nothin' but set up a yell in either dilemmy, not if they was chock full o' feenology. Do you go any on what they call fizzognomy?"

"I do not teach it."

"Ye hadn't better. A man did once. He boarded with me fust week, an' I ketched him up on his fizzognomy. My woman hed fell down sullar an' raised a turrible bump on her head. I got this smart to mappin' out her karakter from her bumps, an' he said the welt she got fallin' was combativeness onusually developed. He meant fightin' strent'h. W'y, she could o' whaled a lion ef it hed been so, an' here she's so delikit it clean tuckers 'er out ter hol' up the hind eend o' the waggin when I'm a-tarrin' of it. Kin you spell clean through the dictionary?"

"No, sir. I'm not a good speller."

"Haint? Better brush up thar then, or some o' our youngsters'll down ye. That's their main holt. How are you on figgers?"

"Very good, I think. I can teach anythink you would care to have taught here, even to higher algebra."

"Algebray! we aint no use for algebray here! Some men blat 'way 'bout a ekallin' b or x, who couldn't say the multiplication table backwards ter save 'em. Could you haul off yer coat an' vest, crack yer fists, an' lam a six-footer of a youngster ef he was ter be sassy at ye?"

"I would try to punish a very rebellious boy."

"Well, I'll give ye a chance. We b'leeve in good old-fashioned corp'ral whalin' here. No soft-sawderin' 'll do instid of it. Learn 'em the valley o' time an' money' an' how to figger, write, read an' spell, an' then turn 'em loose to paddle their own canoe, sez I."

KNEW HOW IT WAS.

Wall Street News.

"Well, we are penniless, or mighty near it," he said as he reached home and threw the evening paper to his wife.

"Wh—what is it?"

"The Mechanics' bank has busted, and we had \$4,000 on deposit there."

"But, Richard," she said, after glancing at the article, "the president says he hopes to pay all depositors in full."

"And didn't I say the same to my creditors when I failed in the grocery business, and did a single one of them receive five cents on the dollar?" he howled.

A GREAT CHIEF'S ORATION.**How an Aged Indian Warrior made his Eloquent Appeal.**

Exchange.

Nehemathla was an Onchee chief, a remnant of a tribe absorbed in the nation of Creeks and Muscogeese. He was decoyed by treachery into the power of General Jessup when in Florida. His band then surrendered. Nehemathla could speak English plainly, and was more than eighty years of age at the time of his capture. When brought into the presence of General Jessup, he expected nothing short of death. General Jessup told him of his crimes and bad faith to his great father, General Jackson, and drawing his sword, told him he deserved to die.

Nehemathla, seeing the sword lifted, snatched the turban from his head, and fiercely and defiantly said: "Strike, and let me sleep here with my father and my children! Strike, I am the last of my race! The Great Spirit gave me seven sons. Three of them died at Enuclaw, two at Talladga and two at Aletosee. General Jackson killed them all, and you call him my great father. When did a father wash his hands in his children's blood? When did a father rob his children of their homes? Strike, and let me die! No time, no place like this! The mother of my sons, their sisters perished from hunger when I, with my sons, were fighting for our homes. I am alone, and not afraid to die! Strike! Eighty winters are on my head. They are heavier than your sword. They weigh me to the earth. Strike, and let me go to my squaw, my sons, and my daughters, and let me forget my wrongs. Strike, and let my grave be here, where all I have are in the ground! Strike! I would sleep where I was born. All around me are the graves of my people; let mine be among them; and when the Great Spirit shall come, let him bind us all together. He taught us to be more cautious than the panther—more watchful than the turkey. Strike!"

"I will not strike you," said General Jessup. "No, I will not strike my foe, a prisoner; but here is my hand in friendship."

"No," said Nehemathla, "you put your sword in its pocket, you put your hand in its pocket; do not let it reach out to blind me or take me home. I am the white man's enemy. His friendship I fear more than anger. It is more fatal to the red man. I have lived and I will die the white man's enemy. I have done you all the harm in my power. If I could I would do you more. My tongue is not forked like yours. My heart has no lies to make it speak to deceive. Strike! and let me go to the happy hunting grounds where all my people are."

Nehemathla then threw himself prone upon the earth, kissed it, pressed it to his bosom, rose up and seemed prepared for the fate which he expected.

Nehemathla, with his tribe, was sent to the Indian Territory. At New Orleans the steamer chartered to take them to Fort Smith did not arrive at the levee at the time appointed, and they, with their women and children, were exposed upon the levee to the inclemencies of the rain and cold.

Many propositions were made to shelter them, but Nehemathla said.

"No, I am the enemy of the white man. I ask and will accept nothing at his hands. I and my people are the children of the woods. The Great Spirit gave them to us, and he gave us the power to endure the cold and rain. The clouds are his, and they are shelter enough for us. He will not deceive or rob us. The white man is faithless, with the tongue he speaks; like the snake, he shows these before he bites. Never again shall the white man's house open for me, or the white man's roof shelter me. I have lived his enemy, and his enemy I will die."

The grunt of approval came from all his tribe.

A USEFUL BRAKEMAN.

Creston Gazette.

"I think I have got the most useful brakeman on the road," said a freight conductor. "He's called a dude because he wears a stand-up collar and dyes his moustache. Greatest man for dying his moustache I ever saw. It must take forty per cent. of his salary to keep his beard in order. And as for hair oil, he just swims in it. When he stands up on top of the cars and the wind is in the right direction the country girls with whom he flirts can smell him coming long enough ahead to have time to fix up their hair and run down to the track before we get to 'em. But, as I said, he is a very useful man, though it was only last week that we learned to appreciate him as he deserved. One of the boxes on a freight car got so hot that it burned the waste out and threatened to fire the train. As luck would have it we hadn't a bit of oil with us, and how to fix that box I couldn't tell. That was where our dude brakeman helped us out."

"How?"

"Why, we stuck his head down over that box and squeezed enough hair oil into it to run us 119 miles."

AN UNREASONABLE IDEA.

Mr. Isaacstein—My frent, I sells you dot gaut for seventeen tollar and a ca-vorter, and I will never dake a cent less.

Customer—What's the quarter for?

Mr. Isaacstein—Vot's dat ca-vorter for? Dot's my profit on de goat. You tink I can subbort a family und give dot goods away?

VANDERBILT'S GIFT.

New York Ledger.

Nothing seems so welcome to the people now as reminiscences of the late war. The passion and ill-feeling of the contest have passed away, never to return, but everyone listens with increased interest to the authentic relation of incidents and events of the long struggle. Mr. J. C. Derby, the veteran publisher of this city, contributes his quota in his "Fifty Years Among Authors," recently given to the world. During the war, while holding a position of confidence in the State Department, he was charged by Secretary Seward to convey to the late Commodore Vanderbilt the thanks of Congress for the "free gift he had made to his imperiled country of his new and staunch steamship, Vanderbilt, of 5,000 tons burden, built by him with the greatest care, of the best materials, at a cost of \$800,000." The resolutions of thanks, superbly engrossed upon parchment, and inclosed in an elegant frame, were duly presented by Mr. Derby.

The reception by the Commodore was peculiar and characteristic. He read them over carefully, then looked at the official conveyor of the same, and finally broke into speech:

"I never gave that ship to Congress. When the Government was in great straits for a suitable vessel of war I offered to give the ship if they did not care to buy it. However, Mr. Lincoln and Mr. Wells think it was a gift, and I suppose I shall have to let her go."

Upon referring to the original letter, offering the vessel to the Government, Mr. Seward found that the Commodore's version was strictly correct. He offered to sell her "at a valuation," and added, in this bluff and off-hand manner:

"If this will not answer will the Government accept her as a present from their humble servant?"

This was only the Commodore's hearty way of saying: "I will not drive a bargain with my country in her hour of peril. Take the ship on your own terms, gentlemen, or no terms at all." In the hurry and excitement of the time the letter was misunderstood, and the whole world was misinformed. It was a costly error to Commodore Vanderbilt, but one which he probably never regretted.

EDUCATIONAL NOTE.

Texas Siftings.

"Are you learning much in school?" asked Colonel Fizzletop of his son Johnny, who is a student at the University of Texas. Johnny shook his head.

"Why don't you learn?"

"Well, you see, pa, the class is too big. The professor is kept so busy licking the boys that he don't get time to teach them."

CURIOUS COINS.**Some of the Queer Roman Pieces and their History.**

Boston Globe.

"What is that curious looking copper piece?" asked a reporter of a dealer in old coins.

"That is the Roman Aes, a coin which was in use in Rome about 2,200 years ago. It is an original; it could not be spurious, and for the reason that though the coin itself, so far as its outward shape is concerned, might be counterfeited, it would be impossible to imitate the red platina, or coating, upon it. You see, this coin has two coatings of colored matter—one green and the other red. Well, the green can be imitated by modern ingenuity, but the red stuff cannot be put upon counterfeit coins by any process at present known to the world."

"Where do you get those ancient coins that were in use so many years ago? Where are they found?"

"Well, you see, people in those ancient times did not have banks and bank vaults to deposit their wealth in for safe keeping. As you know, the Romans were almost constantly engaged in warfare with others, and those who had money would frequently hide it in the earth or secure it in the walls of their dwellings when they went to wars. Those who were killed left, quite often, no trace of where their wealth was hidden, and so it remained to be resurrected by some modern relic hunter. A great many ancient coins have been found also in river beds. I think that in many instances they were put into rivers by people who wished to have their history remembered by coming ages. There have been coins found in the Thames, near old London bridge, by which we can trace many of the Roman Emperors. The fact that they have thus been found in order seems to clearly indicate that they were deposited on purpose by persons desirous of perpetuating the names of the rulers. Thus, by these coins of ancient Rome, many things pertaining to that great empire which ruled as mistress of the world are made known to us. Many things are indelibly impressed upon the mind by glancing at these coins and afterward becoming interested in the subject. I do not believe there can be a better educator of the history of a country than a collection of its coins. The symbolic devices and inscriptions upon them have a priceless value in fixing upon the mind the great facts and epochs to which they refer. Not only does this apply to ancient coins; it is equally true of modern coins. Here is something that to the thinking man indicates a great social and business revolution in the manner and customs of the people who use it, for here you see a specimen of the largest coin ever known to be in use anywhere."

The reporter was struck with amazement when informed that the huge square copper platter-like affair was a coin. Proceeding, the dealer said:

"Yes, it is a Swedish piece and generally weighs from six to seven pounds. This one weighs six and three-fourth pounds. It is ten and one-half inches wide by nine and three-fourth inches long, and is a very rare coin. It was made during the reign of Fredrick, King of Sweden, in the year 1723. In the center of the piece, inclosed in a circle, you see the stamp, '4—doler,' and underneath the words, 'Silf mynt' (silver money), and in each of the four corners, and in order to prevent the coin being clipped, they were stamped with the royal coat of arms."

THE NEW TAY BRIDGE.

Railroad Gazette.

The tremendous catastrophe of December 28, 1879, in which thirteen main spans of the Tay bridge fell from the combined effect of a high wind, the weight of a train, and inherently bad design and construction, is still well remembered, and lends a certain interest to the structure erected in addition to that which it has in itself. The primary error in the original structure was one of the most astonishing ones in the history of engineering, the use of hexagonal iron piers without cross-bracing, and this was supplemented by other minor defects. In the new structure very naturally these defects have been avoided, and solidity has been a first consideration. It has been constructed with piers precisely opposite to and only sixty feet distant from the piers of the original structure. The total length of the structure is 10,800 feet, or about two miles, and the rails are eighty-three feet above high water at the southern end and twenty-five feet at the northern (right hand) end, there being a slight grade in the bridge. The thirteen main spans are 245 feet, except two of 227 feet. There are also thirteen spans of 145 feet, twenty-one spans of 129 feet, twenty-four spans of seventy-one feet, with three of irregular lengths. The whole number of spans, including the approaches, is eighty-five.

TERROR OF HAUNTED LOCOMOTIVES.

A Ghostly Engineer and the Weird Whistles at Providence.

New York Tribune.

Locomotive engineers are almost, if not altogether, as superstitious in regard to haunted locomotives as sailors are in regard to haunted ships. About ten years ago the engine Matt. Morgan blew up while standing on the track of the Shore Line Road near the station in Providence, R. I., killing the engineer. The engine was subsequently rebuilt and put on the road. On the first trip she made after being rebuilt she went tearing into Providence in the night with the

train swinging behind and the sleeping town echoing to the shrill whistle. On approaching the station the engineer leaned forward to shut off the steam, but to his horror a ghostly form appeared at his side and a ghostly hand grasped his wrist and held him fast. When the station was reached the ghost disappeared, and the engineer stopped the train some distance beyond. At least, this is what the engineer tells.

Many people have not forgotten the terrible Richmond switch disaster several years ago on the Providence and Stonington road. A little brook became swollen by the rain and carried away a railroad bridge. The train came rushing along that night and was hurled into the chasm. Giles, the engineer, when he saw the danger ahead, instead of leaping from the engine as his fireman did, grasped the lever and reversed the engine. But it was too late. The train was going at such speed that the locomotive leaped clear across the stream, and they found Giles lying under his overturned engine with the lever driven through his body and one hand clutching the throttle valve with the grasp of death. Giles, when he came into Providence, was accustomed to give two peculiar whistles as a signal to his wife, who lived near the railroad where it enters the suburbs of the city, that he was all right and would soon be home. The absence of those whistles was the first intimation which was received at Providence of the disaster. When the engine which made the terrible leap on that stormy night was rebuilt and put on the road again, there was at first great trouble in getting engineers for it, with such a superstitious horror was it regarded. To-day there are people ready to swear that they have heard whistles, such as Giles used to blow as signals to his wife, sound through the suburbs of Providence when no train was coming up the road.

AN AZTEC INVITATION.

Hartford Post.

The electric light vied the moon in illuminating the veranda, but notwithstanding their combined efforts, Algernon and Augusta found a convenient place where the rays of light could only be perceived indistinctly.

"Alg," said she, "this must be a good deal like the delightful evenings of Mexico, when the Aztecs ruled."

"I dare say; but who were the Aztecs, my dear?"

"Don't you know? Why, they were the people that said 'Tattenamquilitzli' when they meant kiss."

"Did they? Well, give us a Tattenamquilitzli!"

For a moment the moon and the electric light were both eclipsed.

PERSIAN CARPETS.

How they are Manufactured and Dyed—Their Cost.

American Druggist.

These far-famed carpets are in reality a sort of needlework, and are largely made by peasants in their homes. The Persian carpet *par excellence* is the rug. The Persians use these in preference to large sizes. First covering the earth floor with a hasseer or matting of split reeds, they lay over it many rugs, which completely conceal the mat. This arrangement, when composed of rugs of harmonious designs, is very rich while the cost is actually less than if one large carpet were employed instead. The varieties of Persian rugs are numerous. In some sorts, like the Turkowan, there is a general similarity of design, although no two rugs are altogether identical. But in other classes, such as the rugs of Byochegan, Kerwan or Kurdistan, there is endless variety in design and texture. A point to be considered is that while the small carpets of Persia go under the general designation of rugs, it would be a serious mistake to consider them all as merely carpets of small size intended to be trod on by heavy shoes. In the first place Persians, when at home, take off their shoes, and thus a carpet of fine, delicate woof and design will last for ages, and actually improve with use such as this. In the second place, a large proportion of the rugs of Persia, and especially the finer grades, are never intended to be laid on the floor, but to cover divans or tables, or to hang as tapestries and portieres. This explains the extreme fineness of texture and velvety surface which many of these rugs display, and also accounts for the fringe at the ends. Some of the rugs of Kerwan are almost as fine as cashmere shawls. The colors formerly employed in the rugs of Persia were imperishable. Rugs one hundred years old show no deterioration in tint, but rather a softness such as old paintings assume. The introduction of aniline dyes at one time threatened to ruin the manufacture of textile fabrics in Persia, but the law against the employment of aniline dyes enacted by the Persian Government is enforced with vigor. There is one species of rug special to Persia often spoken of, but rarely seen. I refer to the rug made of silk. It is not uncommon to see rugs of finer types with silken fringes, and sometimes with a woof of silk in the body of the rug. But all silk rugs are rare, and rarer now than formerly. They are generally small, and intended for luxury rather than use. The price is necessarily very high. The chief of the merchants of Teheran told me of one he had seen over a tomb; it was barely two square yards in size; but he said that two hundred tomans, or three hundred and sixty dollars, would be a low price for it.

A MILLION IN DIAMONDS.

Louisville Courier-Journal.

So little does Mrs. Leland Stanford care for ornaments that few know that she has diamonds to the amount of \$1,000,000. She has four entire sets which belonged to Queen Isabella, of Spain, the mother of the late king. It will be remembered that the queen at one time was in Paris in such needy circumstances that she had to sell her jewels and other valuables. Governor Stanford bought the four complete sets at that time. Each set has tiaras, necklaces, brooches, earrings, bracelets, and other ornaments. One set is called blue, because the rays which are emitted are of a violet hue. These are the rarest of all diamonds. Another set give out rose-colored flashes; another has yellow tints, and the fourth pure white. The price paid for these sets was \$600,000.

Outside of these Mrs. Stanford has one necklace which cost \$100,000, and the pendant \$30,000. She also has many black diamonds, and has sixty rings of great magnificence, and does not wear any. She has emeralds, pearls, and rubies in addition to a million dollars of diamonds.

INTEMPERANCE.

T. V. Powderly, Grand Master Workman of the Knights of Labor, in Annual Address.

The temperance question is an important one, and I sometimes think it is the main issue. The large number of applications during the past year to grant dispensations to allow the initiation of rum sellers was alarming. I have persistently refused, and will enjoin my successor, if he values the future success of the order, to shut its doors with triple bars against the admission of the liquor dealer. His path and that of the honest, industrious workingman lie in opposite directions. The rum-seller who seeks admission to a labor society does so that he may entice its members into his saloon after the meetings close. No question of interest to labor has ever been satisfactorily settled over a bar in a rum hole. No labor society ever admitted a rum-seller that did not die a drunkard's death. No workingman ever drank a glass of rum who did not rob his family of the price of it, and in so doing committed a double crime—murder and theft. He murders the intellect with which the Maker hath endowed him. He steals from his family the means of sustenance he has earned for them. Turn to the annals of every dead labor society, and you will see whole pages blurred and destroyed by the accursed footprints of rum. Scan the records of a meeting at which a disturbance took place, and you will hear echoing through the hall the maudlin, fiendish grunt of the drunken brute who dis-

turbed the harmony of the meeting. In the whole English language I can find no word that strikes more terror to my soul than the one word, rum! It was born in hell, ere the fiat of "no redemption" had gone forth. Its life on earth has been one of ruin to the hopes of youth and the peace of old age. It has robbed childhood of its delights. It has stolen the laugh from the lips of innocence, the bloom from the cheek of manhood. It has touched the heart of old age like the tip of a poisoned arrow. Its echoes as it gurgles from the neck of a bottle echoes through many a desolate household as the hissing of a thousand serpents. You may deem me too radical on this point. Yet I never interfere with the right of a man to drink if he so elects. I hold I have a right to, and do, shun rum as I would an enraged tiger, neither meddling with it or allowing it to meddle with me. So long as it keeps its distance, I am content to leave it alone; but the moment it seeks to interfere with my rights by coming into the Knights of Labor, then my soul rises in arms against it, and I can find no words too bitter, no denunciation too scathing, to hurl against it.

A SHARP-SIGHTED ENGINEER.

"Keep a sharp lookout while on the run?" echoed an engineer.

"Should say we did. The man that tries to run an engine without keeping his eyes peeled gets it sooner or later. I've heard about fellows out West that would start out on a run with a board reaching across from the driver's seat to the fireman's, and a deck of cards, but I never tried that. Just to show you how necessary it is for a man to keep his eye on the rails ahead of him, let me tell you a little story.

"I was running along one night in Ohio some years ago. It was a blowy, rainy, nasty night, and in times like that a man is doubly watchful. For hours I never took my eyes from the wet, glistening rails ahead of me, except, of course, when we stopped at stations. All at once I saw in front of me—how far ahead I couldn't tell—a glimmer of light. It was just a spark. I barely saw it before it disappeared."

"Was it a lightning bug? I hadn't seen any that night. What was it?"

"That I couldn't answer. But my instinct told me to stop the train, and stop I did. It was mighty lucky."

"I looked at it that way, for that glimmer of light was caused in the oddest way. You couldn't guess it in a week."

"A farmer was walking along the track when he discovered a short bridge so badly washed out by the freshet that to run upon it with a train meant a wreck. He tried to start a fire with paper and his clothing, but couldn't do it. He had one match left. He kept that until I got close to him, his plan

being to strike that match, hold it in his hat, and wave it across the track as he had seen the brakeman do when they wanted to signal stop. It was his hope that I would see the blaze before it was blown out."

"He no sooner struck the match than out went the blaze. It was merely a flash, but I saw it, and the farmer had saved the train. What if I hadn't made it a rule to keep my eyes peeled along the rails every minute while running?"

TERRIBLE TOMMY.

St. Louis Post-Dispatch.

The family were putting on their best airs because Juniata's beau was eating dinner. The old folks were delighted at the way the young man was making love between the mouthfuls. When they got to dessert, he said, loud enough to be heard all around the table:

"You ought to take some angel cake, you're so much like an angel," and the old man gentleman had just winked at the old lady and said:

"He's gettin' there," when little Tommy called out:

"You ought to eat sponge cake, Mr. Smith."

"Why, my little man?" asked Mr. Smith, looking very sweet.

"Because, ma says you're an awful sponge."

THERE is one aged colored woman in this town who does not believe in social equality, judging from the way she talks to her boy.

"Ephriham, come hyer to yer mudder, boy. Whar you been?"

"Playin' wid de white folkses chillun."

"You is, eh? See hyer, chile, you'll break your old mudder's heart, and brung her gray hairs in sorro' to de grave, with yer recklunnness an' carrings on wid ebil associasthums. Hahn't I raised you up in the way you should out to go?"

"Yessum."

"Hahn't I been kind and tender wid you, now, my own chile, which you is?"

"Yessum."

"Hahn't I reezined wid you, and prayed wid you, and deplored de good Lord to wrap you in his buzzum?"

"Yessum?"

"Hahn't I taught you to walk in the broad an' narro' path, an' to shun God?"

"Yessum."

"An' isn't I yer maternal detector an' gwabjence to de law?"

"Yessum."

"Well den, do you s'pose Ise gwine to hab yer morals ruptured by the white trash? No, sah! You git in de house, dis instep; an' if I eber cotch you municatin' wid de white trash any mo' to' God, nig, I'll break yer brack head wid a brick."

"Yessum."—*Exchange.*

VIOLATING HIS CONTRACT.

"Pa," said Bobby, who had been allowed to sit up a little while after dinner with the distinct understanding that he was to ask no foolish questions, "can God do everything?"

"Yee."

"Can he make a two foot rule with only one end to it?"

"One more question like that," said the old man, "and you will be packed off to bed."

Bobby nodded sleepily for ten minutes and then said:

"Pa, can a camel go seven days without water?"

"Yes."

"Well, how many days could he go if he had water?" The next thing Bobby knew he was in bed.

A SERIOUS CHARGE.

New York Sun.

Magistrate—You are charged with misdemeanor, Uncle Rastus.

Uncle Rastus (in alarm)—Wif Miss who, yo' Honah?

"Misdemeanor."

"Jedge, I solumly sw'ar da hain't no lady in dis case whatsumeber. Deed da haint!"

RAILROAD BUILDING.**How it was Done by General Dodge in the Chattanooga Campaign.**

General Grant in Century.

General Dodge, beside being a most capable soldier, was an experienced railroad builder. He had no tools to work with but those of the pioneers—axes, picks and spades. With these he was able to intrench his men, and protect them against surprises by small parties of the enemy. As he had no base of supplies until the road could be completed back to Nashville, the first matter to consider, after protecting his men, was the getting of food and forage from the surrounding country. He had his men and teams bring in all the grain they could find, or all they needed, and all the cattle for beef, and such other food as could be found. Millers were detailed from the ranks to run the mills along the line of the army; when these were not near enough to the troops for protection, they were taken down and moved up to the line of the road. Blacksmith shops, with all the iron and steel found in them, were moved up in like manner. Blacksmiths were detailed and set to work making tools necessary in railroad and bridge building. Axemen were put to work getting out timber for bridges, and cutting fuel for the locomotives when the road was completed; car-builders were set to work repairing the

locomotives and cars. Thus every branch of railroad building, making tools to work with, and supplying the workmen with food was all going on at once, and without the aid of a mechanic or laborer except what the command itself furnished. But rails and cars the men could not make without material, and there was not enough rolling stock to keep the road we already had worked to its full capacity. There were no rails except those in use. To supply these deficiencies I ordered eight of the ten engines General McPherson had at Vicksburg to be sent to Nashville, and all the cars he had except ten. I also ordered the troops in West Tennessee to points on the river and the Memphis & Charleston Road, and the cars, locomotives and rails from other railroads to be sent to the same destination. The military manager of railroads also was directed to furnish more rolling stock, and, as far as he could, bridge material. General Dodge had the work assigned him finished within forty days after receiving his order. The number of bridges to rebuild was one hundred and eighty-two, many of them over deep and wide chasms. The length of road repaired was one hundred and two miles.

PRACTICE MAKES PERFECT.

Chicago Herald.

"Practice makes perfect," observed the trainboy, as he folded and smoothed the newspapers he had gathered from the seats, getting them ready to be sold again. "Practice makes perfect. If a railroad man jumps from a train when it is making twenty miles an hour he does pretty well if he keeps his feet, but I used to jump off the limited express on the New York Central when it was making fifty miles an hour. Did this time and again, and often with a basket of peanuts in my hands, never spilling a peanut."

"Go and tell that to some greenhorn," replied the brakeman, as he sneaked an orange into his overcoat pocket; "don't tell me any such lies. I know better."

"But it's the honest truth," insisted the train boy, "and I'll tell you how I did it. You are not too old to learn a thing or two, and now just keep your mouth shut and your ears open. I had a run on the special Chicago Express. Every Saturday night I wanted to stop off at the town where my girl lived, but the train made no stop there. So I had to go on up the road to Syracuse and there take a local train back. One day it occurred to me that by a little strategy I might get off the limited at the station and save all that time. I had noticed that just before we got to the station where my girl lived we always passed a local train, running in the same direction we were, and on the track next to us. Usually our train was going faster than the local. So one day I

locked up my box, put some candy in my pocket and got down on the lower step. Just as we caught up with the rear end of the local I stepped across to the lower step of the last car of the other train. It was just as easy as stepping from one freight car to another in the same train, even if we were making fifty miles an hour. In five minutes the local slacked up and stopped at the station, and there I was. Think about that for a minute or two, you thick-headed stove-stoker, and don't be so fresh about telling your betters that they lie. Ten cents for that orange, please."

THE HOUSE WHERE SHAKESPEARE DIED.

Chicago Times.

All that is left of the house in which Shakespeare resided during the latter portion of his life, and in which he died, is a part of the foundation. The last owner, a revengeful parson, pulled the house down, because he thought he was being taxed higher than he considered was due. He also cut down a mulberry tree which was planted by the poet, in order to rid himself of the annoyance of people coming from all parts of the world to look at it.

LOGICAL.

Miss Martineau used to tell the following amusing incident: A servant-girl came to her and applied for a position. The girl had a remarkable and unmistakable brogue, but emphatically denied that she was Irish.

"Well," said Miss Martineau, "I don't know whether you are an Irish woman or not; but I am sure you were born in Ireland."

"Well, ma'am," was the immediate reply, "suppose I was; if I was born in a stable, would I be a horse?"

She was engaged without further parley.

A STRAIGHT-LACED ECONOMIST.

Chicago Telegram.

A West Side lady was reproved by her family physician for too tight lacing as injurious to her health.

"But, doctor," replied the lady, "the times are very hard, and I have to make all sorts of shifts for economy's sake."

"And what feature of economy is there in tight lacing?" he asked.

"Why," she replied, "if I lace tight it prevents waistfulness."

A MALE QUARTET IN THE ANGEL CHOIR.

From Life.

A lady's fourth husband lay at the point of death, while she hung over him with tender and watchful care.

"We will meet again in h-heaven, dear," he said, with difficulty.

"Ye-es," she replied, hesitatingly, "but I am afraid it may be a little bit embarrassing, John."

THE RAILROADS OF BRAZIL.

New York Sun.

There are about 2,500 miles of railroad in the empire of Brazil, about one-third of which are owned and operated by the government. It is a single line, legally entitled the Dom Pedro Segundo railroad, in honor of the emperor, but called the Segundo road for short. This runs from Rio de Janeiro to the coffee plantations in the interior, and although it is managed by politicians as a political machine, it pays enormous dividends, and the stock is far above par.

There are 1,700 miles of track opened and operated by private corporations, whose headquarters are in London, and these also pay well, as they are absolutely necessary for the transportation of the sugar and the coffee to the sea. Immigrants are coming into the country at the rate of 40,000 a year. The majority of these are Germans, who are given their support at the rate of twenty-five cents a day for the first six months after arrival, and are allowed to buy lands at a nominal price on six years' time. But Brazil will never amount to anything, and her vast natural resources will never be developed without the importation of a deal of foreign capital and labor.

HON. LELAND STANFORD, President of the Central Pacific Co. and United States Senator from California, recently announced his intention of establishing a new university in that state as a memorial of his deceased son. His plans have now been definitely announced. The site of the university will be his estate at Palo Alto, about 30 miles from San Francisco, and he will build there the necessary buildings on a magnificent scale. He will give to the university at once his Palo Alto, Gridley and Vina properties, which are estimated to be worth about \$5,000,000, and also announces his intention of ultimately endowing it with the greater portion of his estate, which will make it one of the wealthiest educational institutions in the world.

A SPLENDID OLD SETTLER.

Newman Independent.

"Did you hear about that riot in Chicago the other day?"

"No; what about it?"

"It was a fearful mob and I thought at first the troops would have to be called out, but it was finally quieted by an old settler."

"How did the old settler quiet the mob?"

"The old settler was an egg and it hit the ring leader behind the ear. Beats the troops all hollow?"

If some ambitious play writer wants to write something that will be popular with the men, he will get up a drama in sixteen short acts, so as to give more opportunities to go out for clove.

Woman's Department.

EDITED BY IDA A. HARPER.

HISTORY OF A DAY.

I could hardly realize that a month had rolled around and it was again time to prepare something for the Magazine, until I received a gentle reminder from the publishing house that they were waiting for the copy. Every one who has written under contract for publication knows what this signifies. It is a law of supply and demand. The publisher has issued the demand and you are expected to furnish the supply and occasionally you feel in such a mental condition that you exclaim, "How am I to produce something from nothing?" But that is only when you are very tired or very depressed. Even the pleasantest tasks will seem like a burden when they force themselves upon you day after day. And although writing is a pleasure to one who is fond of literary pursuits yet there are times when other duties press so heavily or when you feel so mentally or spiritually exhausted that you can hardly force yourself to take up the pen. I cannot avoid saying right here that, although engaged in various kinds of literary work for a number of years, I have never enjoyed any part of it so much as that which has been devoted to this Department. There has been a kind of a sympathetic feeling that I was talking especially to those of my own sex who could fully understand a woman's thoughts, and I have thoroughly appreciated the kindly interest you have shown and the valuable assistance you have rendered toward making the Department readable and attractive. I often wish we could have more space and introduce a number of new features but the columns are already so crowded I suppose we shall have to wait until the increasing prosperity of the Order shall demand an enlarged edition of the Magazine.

But I was going to give you the history of a day, which was the counterpart of many which have gone before and of many which are yet to come, one which every woman will recognize as a leaf out of her own daily history. With the knowledge that the Magazine work must be done this day though the heavens fall, I arise betimes—to find the fire has gone out in the base burner. With assistance this is remedied, breakfast dispatched, a heedless little girl, who would rather dance jigs, sing funny songs and play with her kitten than get ready for school, is washed, combed, the inevitable button sewed on, shaken, scolded, hugged, kissed and sent out of the house with a sigh of relief. Then I start to market to get something for

dinner. You are told that the families of literary woman are always hungry, ragged and uncomfortable. This is a base libel. I return by way of the kitchen, give the orders for dinner and am informed there is a gentleman in the parlor. It proves to be a book agent. In five minutes I surrender, subscribe for a book I shall never read and fly up stairs. I make the beds because I am so old-maidish nobody can do it to suit me, dust the rooms for the same reasons, put away a large basket of freshly ironed clothes, laying aside the mending for to-morrow. Then I am called down stairs to interview a man who has come to see what is the matter with the stove. As he leaves, a tenant calls to say that the cistern leaks, and must be fixed at once. Arrangements are made for this and as I start through the hall to get up to my study, one of the church members calls to see if I will contribute some cast off garments, etc., to a missionary box. I put her off with a promise. It is now nearly noon and time to make a toilet for the day. They say literary women go about the house with an old, faded wrapper, uncombed hair, shoes run down at the heel and fingers covered with ink. This is another slander.

The husband comes home at noon with the request that an important paper, he is sure is somewhere around the house, must be found. I am sure that it is not, and, after half an hour's search, he remembers that he put it in the safe at the office. The daughter wants a "piece" to read at school and says, "Mama, the children will expect something good if you select it." The flattery has the desired effect and a suitable selection is made. But at last dinner is over and all are gone. I have the whole afternoon for writing. I sit down at the desk, spread the paper out before me and proceed to sharpen several lead pencils so that there may be no delay after I have once commenced. Notwithstanding the annoyance of the day I feel very much in the humor for writing. I will devote part of the article to comments on the death of Hendricks, which has come very near home to us Indiana people. Then I will say something of New Years, review the past and discuss the future. I will also speak of the recent attempt of women to vote in New York and its probable effect. There is no end to the topics that suggest themselves, all that is necessary is the time to put them in shape. The door bell rings. I hesitate a moment and then resolve that for once I will direct the servant to say I am not at home. She who hesitates is lost. I reach the head of the stairs just as the visitor is ushered into the parlor. A very brilliant, interesting woman, with more leisure than she knows how to employ and one who cannot realize how important time is to those who work. She leaves at the end of one hour and as she goes down the steps another caller comes up. School is out as I

return to my room and the daughter comes rushing in like a small cyclone to say that a crowd of the girls are coming to rehearse for a school entertainment. I say, "Very well, only don't bother me," and they try not to do so but the sound of their singing reciting, laughing and talking jars upon my nerves which by this time are pretty well unstrung. As I get up to close the door and keep out part of the noise I am confronted by the cook who inquires what we shall have for supper? "O, Mary!" I exclaim, "we had a very hearty dinner, can't you 'pick up' something for supper?" Yes, Mary thinks she can. It is now dusk. I lower the curtains, light the gas and turn in despair to the perfectly blank pages before me. The ideas of a few hours before are all scattered, the inspiration or animation is gone. I pick up the pencil in a listless way and number the top of the page but before one word is written the door opens and a little girl slips in exclaiming, "Mama is in this part of town making calls and she says if it won't make you any trouble she will stop and take tea with you." I think of my "picked up" supper. I arise and close my writing desk. You might have heard it if you were listening. I descend to the kitchen. The guest arrives. She enjoys the supper and, as we go into the parlor, she says, "Well, I do not see how you manage to have everything so nice and yet do so much writing!" Other callers drop in, we have a little music and chatting and the evening is finished.

This is the exact history of to-day without the slightest exaggeration. As I come up to my room after ten o'clock and sit down to my writing, exhausted and spiritless, conscious that I can give to the work only the little remnant of the mind and muscle which were so fresh and active early in the day, I say what I have said a thousand times before,—that it is useless for a woman to try to fill two spheres. It is as impossible as it is to serve God and Mammon. She is bound to neglect one or the other or only half do each one. If a woman keeps house, brings up children, looks after the sewing, marketing, repairs, etc., gives some attention to church duties, keeps up a suitable position in society, with all which this implies, reads enough to save her from positive ignorance and looks after the spiritual, mental and physical comforts of her family as her duty requires, she has a life-work and all that any woman should do. If she attempts anything more she is in constant danger of adding that "last feather" which is apt to result in a wreck. If a woman undertakes any separate trade or profession she should make a business of that and delegate her household duties to other hands. This it is almost impossible to do and, as women are ambitious, and frequently have a de-

cided taste for other work and are sometimes compelled by necessity to do it, the probability is that, in the future even more than in the past, they will be continually striving to accomplish something outside of the rather narrow limits of household duties. And that they will be comparatively successful there is no doubt, but it will cost many a sacrifice; and yet the life that is free from pain and hardship and trouble never reaches perfection and it is only through toil and perseverance and self-denial that we reach the everlasting heights.

FROM THE BACKWOODS OF MAINE.

To Woman's Department:

I have been patiently waiting to hear from some of our lady friends who attended the late Convention, but patience has ceased to be a virtue with me, so I will have to put my shoulder to the wheel and write a little myself, as Enoch and I were fortunate enough to be present. On our trip from Skowhegan to New York nothing of importance befell us. Fortunately for us we met two elderly gentlemen on the boat who were very pleasant and entertaining, and who invited us to remain over one train and visit Central Park. One of them had formerly been a guide at that beautiful place and our visit was consequently made very interesting.

On our way from New York to Philadelphia the cars were crowded, and ladies and children were compelled to stand up. I noticed in the rear of the coach, in which were Enoch and I, a great many young men occupying seats, and whenever a lady came along they would get up and offer their places, while gentlemen seated in other parts of the car were buried in the morning paper, seemingly unconscious of what was going on around them. After a while the passengers began to remark about those young men, how kind they were, and a beautifully-dressed lady, who had been given a seat by one of these gentlemen, inquired of the conductor who they were. The Conductor informed her in a voice that could be heard all through the car, "Those are Locomotive Firemen going to Philadelphia to attend the Annual Convention of the Brotherhood." The lady made this remark, which pleased me very much: "How kind of them to give up their seats, for they do not often get a chance to ride in the coaches, but while we ride in the luxurious parlor cars they are working and sweating to make the steam to carry us to their destination. I shall always respect a Locomotive Fireman hereafter."

On our arrival at the City of Brotherly Love, Enoch said we must put on as much style as anybody, so we went to the Girard House, where we remained during the Convention. Here I was deserted by my worthy spouse and left to the mercies of the world. Just as I was about getting ready to go back to my backwoods home, the Ladies' Committee called on me. Well, from that time on I was delightfully entertained. Mrs. Fetters and Mrs. Shepard in charge, with Mrs. Green, Mrs. Magill, Mrs. Knowles, and many others whose names we forget, escorted us to all places of interest in and about the city, and were untiring in their efforts to entertain and please

all the visitors. Girard College, the Home for the Friendless, Independence Hall, City Hall, House of Correction and all public places were visited, and at each we were most courteously treated by those in charge.

Enough cannot be said complimentary to the ladies of Philadelphia, and I shall always look back with pleasure to my first visit among them.

I met many of the Brothers, and I find them all perfect gentlemen, and I am going to try and have Enoch give up his farm and join the Brotherhood.

I wish Skowhegan was large enough to entertain the Brotherhood, I would invite them to hold a Convention here as I think the Brothers are so nice.

I hope some of the ladies who write so well will not forget to write good things for the Magazine, as I am a constant reader, and during the long winter days, when Enoch is hauling wood and I am left alone to entertain myself, I find the Magazine my best friend. *Enoch's Wife.*

[Thanks to "Enoch's Wife" for her notes of the Convention. The Woman's Department feels very much neglected that no one of the ladies who attended the Philadelphia meeting remembered the Magazine. We were prepared to publish at least half a dozen letters descriptive of the "perfectly lovely" time at the City of Brotherly Love. We hope "Enoch's Wife" will frequently favor us with a letter. Pardon the advice, but if Enoch has a good farm have him stick to it. Railroadng is a dangerous, uncertain life and keeps a man away from his family the greater part of the time. Keep your husband on the farm and then you will know where he spends his nights.—Ed.]

GREENVILLE, TEXAS., Dec. 5, 1885.

To Woman's Department:

Dear old Magazine, again I come to fill my place in your pages with thanks to all, both in the Department, and out of it, who say they have missed me.

I have been ill all this summer, which has been so sweet and bright and pleasant, but it has proved the love of husband and friend, who have made my life glad and bright with their sweet kindness and sympathy. Ah, it is almost worth the suffering one undergoes to be so loved and cherished. I tell you girls, do not listen too closely to dear Caryl and some others, who feel a little inclined to croak, for after all, there is nothing half so tender and gentle as a big, strong, rough man when you are ill, and worried, and weak, when the smallest cares seem like great, heavy loads, then to just close your eyes and feel that he will do it all right and you need not mind. To feel a broad palm laid caressingly upon your cheek, and a cheery assertion "Dux looks good, and will soon be well, now." When all the time you know the dear fellow is almost aggravated to death with household cares and other unaccustomed duties. Life has much brightness for those who try to look on its sunny side. A man who cares to take the trouble, can, by many little kindnesses and courtesies, render those about him happy, and a loving wife, whose husband is kind and loving to her, can forgive and overlook many little inelengancies of words and manners, which she can not, or would feel a delicacy in trying to correct.

Mr. Ryan, our excellent fireman, has been pro-

moted to the right side, and now rejoices in the dignity of an engineer. He was worthy the promotion. Mr. Ryan is a born railroader, and wears his colors well. Prosperity will never spoil him, for nature has done that already, and Paddy thinks there never was a better boy than himself, and I think so too.

Mr. J. W. Selby has returned to Greenville and is now one of our most popular business men.

Daisy, your description suits the Buffalo Clover. I think you have the real article.

Thank you, Beatrix, for your appreciation. Since you speak so intelligently of our best Magazine writers, "X. L. C. R." and "T. P. O'Rourke" and good "Tim," I feel quite complimented to be noticed at all. I have just taken a good cry about T. P. O'Rourke's last letter: it was too bad to let him go.

Flora Blodgett, like yourself, Mrs. W. E. Scott, the wife of our most estimable fireman, is rejoicing in the receipt of a lovely gold band china tea set from the G. A. Tea Company.

Mrs. Jones last, but by no means least, let me tell you how much I missed your letters when you didn't write. I willingly took your scoldings only to hear you talk again.

Roxana Bean, you have so many pretty theories, why not hasten to put them into practice? I'm afraid you would be like a good, old gentleman preacher I once knew, who said in answer to a request that he would preach a sermon on family government. "When I was young" he said, "and had no experience, I always wanted to preach a sermon on that subject, I intended to do so but some how the opportunity never occurred. I thought I could enlighten the world on how to manage children. Now I am old and have raised a large family, and I say to all, just do the best you can."

I have a sweet little girl of nine years old, a little boy of two months, a blue eyed angel in heaven who would be four years old, and they are all so differently constituted, that I know rules laid down for one would in no wise do to govern the other by.

I have been so long absent that it has taken all my space to set me square with you all, so when the baby goes to sleep I'll write you something dignified and elderly.

Irene.

[We are glad to welcome our graceful correspondent, Irene, back to our columns. I have suspected for some time there was a baby in the case. I am sure all the friends in the "Woman's Department" join in congratulations on the birth of the new boy. Especially do I congratulate our friend upon possessing so kind and affectionate a Mr. Irene. A faithful, loving husband can make every burden light and every sacrifice a pleasure. A wife can ask no richer blessing.—Ed.]

FRIENDSHIP.

Not less the eternal poles
Of tendency distribute souls:
They need no vows to bind
Whom not each other seek, but find.
They give and take no pledge of oath—
Nature is the bond of both.
No prayer persuades, no flattery fawns,
Their noble meanings are their pawns.

—Emerson.

For Woman's Department.

GRIEVE NOT.

The following lines are respectfully dedicated to Mrs. A. J. Henderson, whose husband, A. J. Henderson, lost his life August 21, 1885, by his engine running off a misplaced switch at Tamarack Station, California.

Grieve not, fond mourner, o'er the past,
Nor let thy tear drops fall;
Though God has called thy loved one home,
He keeps a watch o'er all.
And though drear sorrow binds thee now
In fetters dark with gloom,
He will lighten them as time speeds on,
That bears thee to the tomb.

I know a loving friend has gone—
A husband kind and true;
Beloved by all who knew his worth,
But most beloved by you;
But though his death has left a void
Within your heart; an anguish none can tell,
I'd have you place your trust in Him
Who doeth all things well.

Then grieve not for the absent one,
Weep not o'er God's decree,
For He will comfort thee in mind,
If thou wilt trusting be;
Our burthens He will help us bear,
Though we may know it not,
For we are all His children here,
By Him we are not forgot.

SACRAMENTO, CAL. —Mrs. Nellie Bloom.

"WOMEN ARE FOOLS."

Woman's Journal.

An old Pennsylvania Dutchman, now gathered to his forefathers, invariably summed up his opinion of womankind, in season and out of season, in these three words, "Women are Fools."

In this he differed somewhat from one of Dickens' heroes, who is chivalrously made to say: "Rum creature is wimmin."

Wishing to investigate the subject, I have stumbled haphazard on the following instances in point, which may be of use to the editors of the Journal in making fresh "tracks" for suffrage.

1. Isabella, of Spain comprehended and sympathized with the plans of Columbus, and aided him to accomplish his discoveries; therefore: "Women are fools. They cannot grasp great theories."

2. Catherine Herschel performed drudgeries of calculation to help her brother, and also made independent discoveries; hence: "Women are fools. They cannot have a truly scientific bias."

3. Lucretia Mott preached the gospel of "Liberty of the individual"—"bodily, mental, spiritual—to the last hour of her grandly courageous life; ergo: "Women are fools. They are bound by priestcraft and superstition."

4. Fanny Mendelssohn composed many of the works attributed to her brother Felix; so: "Women are fools. They cannot grasp great musical principles." [N. B. I think Fanny was a fool in this case not to take all the credit that belonged to her.]

5. Mrs. Stowe did more by her pen than any ten men by their speeches to abolish African slavery in this country which proves that "Women are fools. They are not capable of judgment on great questions."

6. Charlotte Bronte wrote an immortal novel, while toiling in the gloomy kitchen at Haworth; hence: "Women are fools. They can only think of one thing at a time."

7. Mrs. Roebing, during her husband's illness, carried on the stupendous calculations without which the Brooklyn bridge could not have been built. Evidently, "Women are fools. They have no head for the higher mathematics."

8. Anna E. Carroll planned a vast campaign during the Civil War, which threw victories into the hands of our northern generals, and virtually saved the Union; hence: "Women are fools. They have no military genius."

9. Mary A. Livermore, in the same war, did priceless work at the head of the Sanitary Commission; thus showing that "Women are fools. They have no executive power."

10. Mrs. Frank Leslie paid off a \$50,000 debt in less than six months after assuming control of the great publishing business left by her husband; which makes it plain that "Women are fools. They have no financial ability."

11. The elder Mrs. Button, wife of the senior partner of the Germantown woolen mills, invented an improvement to a machine, after her husband and others had given up in despair; showing conclusively that "Women are fools. They have no mechanical turn."

12. According to one William Shakespeare (though this may be a myth,) a lady named Portia, in a "learned doctor's" wig and gown, once confounded the elders, and solved a knotty legal problem, with which the Venetian masculine wits had vainly grappled; therefore: "Women are fools. They are incapable of viewing any case in its legal aspect."

Hoping for further illustration of the ponderous truth uttered by the old Dutchman, I remain yours, in meek and lowly spirit of inquiry.

NORTHUMBERLAND, PENN. Helen T. Clark.

WOMAN'S BABY TALK.

Chicago Inter-Ocean.

We don't know much about the spirits who people the beautiful hereafter and the beautiful beyond; but if the angels do not step on tiptoe and listen with a new taste of glory whenever a mother talks baby talk to a big bunch of clothes containing a small lump of infinite possibility, we would like to know the reason why, and we want to know it in time to shun their company unless the reason is satisfactory. When a woman is rolling out baby talk faster than fire can eat up wealth, she is no longer of the earth earthy, but becomes a being of light and love. For the moment you forget that her ways are past finding out, and her whims many and diverse. You no longer remember that she may be at times spunky, cross-grained and snappish. You cease to cherish resentment on account of two much saleratus in the biscuit or too little of glad-some nutriment in other things incinerated to tasteless crisp. You hear nothing but the divine melody of love and forget the maltreatment of language that carries the strain. You pause not to think that her words are weak, bow-legged and deformed. It is enough that they are strong alone in that which makes cold clay divine. Love is the brightest jewel in the crown of life, and in absolute purity it is probably the hardest to sequester. But when you find it with a baby cooing in its arms in response to grimaces that might scare a horse or make a cow hold up her milk, communing with a reckless volubility that defies all rules of speech, you can anchor a hope to the immovable rock of certainty that you have cornered it at last, purified from all trace of selfishness. Nothing on earth is purer, dearer to man than a woman talking baby talk, and nothing is more fragrant with the buds that blossom in the heart and grow into fruit treasured in Paradise.

For Woman's Department.

A MEMORY.

We visited the dear old church,
Blue eyed Nell and I.
And gazed upon the dear old wall,
With many a bitter sigh.
And as we stood where oft I stood before,
Sweet memories of those other days of yore
Came crowding back; and fauces rare,
And faces loved and very fair,
Came drifting back from everywhere.

The dear old sunny basement room,
Where our Sabbath school was held
We entered first—how drear and lone
It looked, and from my heart there welled
The question, where are all the friends
Who used with us to meet?
They are scattered far and wide.
Some sleep low down at Jesus' feet.
And as we turned away, up went a little prayer,
That some day Nell and I would meet them there.

ST. LOUIS, MO.

—Beth

FIREMEN'S DEPARTMENT.

Correspondents must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

JANUARY, 1886.

Train Signals, Rules and Orders.

The simplicity of our form of government is one of its most charming features and one of its strongest defenses. In fact, "American simplicity" seems to have become the realized ideal of that sentiment. Simplicity is the opposite of affectation. One wishes to be understood, and to satisfy that desire it leaves the way open and unobstructed to a thorough understanding: the other throws every obstacle in the way of our comprehension until disgust takes the place that admiration should occupy.

It is universally acknowledged that managements of railroads should at all times not only keep in view but put into practical use the greatest simplicity in the operation of their systems, particularly the running of trains. This would no doubt add very materially to their success and advancement. However, at present we wish merely to show the complications of a single but most vital part of railroad operations.

At the Annual Convention of the American Train Dispatchers' Association, held in Denver last summer, the Committee on Uniform Train Orders, Rules and Signals reported: "1st. We recommend the use of double orders when practicable."

This double, or compound, order system, as we understand it from the dispatchers, has proved of great assistance, especially in keeping a certain class of trains moving that would otherwise be compelled to await orders at different points on the road. But as it is practiced, or what is known as such, on some railroads, we are of the opinion that it is dangerous in the extreme. We claim that Enginemen, Engineers and Firemen, are the most interested in this matter, and therefore in all justice should be permitted to question the introduction of a method that would add still greater danger to their already hazardous avocations. They are first in the collision, let the cause be what it may. That there may be no misunderstanding concerning the particular kind of compound orders of which we are writing, here are two fair samples:

"No. 44 Cond'r Jones will meet 1st, 2d and 3d sections No. 21 Eng's 4, 8 and 8, at Lake instead of Land, and will meet No. 88 Cond'r Edwards at Land instead of Higher Hill. No. 26 Flynn will meet 1st 2d and 3d 21 at Eagle Rock instead of Bowling Green and will meet No. 88 Edwards at Bowling Green instead of Mulberry."

The other is somewhat similar, but perhaps more complicated:

"Brown first sect. No. 21 carries red signals to Erie for Goggins second sect. Eng. 302 runs Erie to Angels as 1st 21 and carries red signals for Brown 2d sect and Brown for Goggins second sect Eng. 485 runs Erie to Angels as 1st 27 and carries red signals for Murphy second sect runs to Erie regardless of Nos. 22 and 28 No. 30 of to-day July 28th abandoned. Run 18 miles an hour."

These are both true copies of the original orders, except the names of the conductors, stations and engines. The last have no punctuation whatever, leaving the conductor and engineer to extract the intentions of the dispatcher as best they can. True, it may have been made clear to them before their departure from the office, but these orders are often consulted while on the road, and are always authority, and should therefore be always intelligible. But what we do not understand is this, what is the object of embodying in the order given, for instance, to Conductor Jones, of Train 44, in the first copy, orders that concern only Conductor Flynn, of Train 26? Perhaps it saves time to the already hard-pushed dispatcher, but will that justify the danger of creating confusion in the minds of the men who are following those instructions? We believe that such orders have a tendency to confuse.

We write of these things with the kindest feelings towards the dispatchers, nor do we hold them responsible for such a drifting of the management of our railroad systems.

The position of train dispatcher is unquestionably the most important and responsible in all the branches of railroading, and from personal intercourse we know these men are often compelled to remain at their key for twelve and fourteen hours, too often without even the rest of a dinner hour. Speaking to a train dispatcher on this subject a few days ago, he cited an instance of a short time previous, where he was employed continuously from early morning till late at night, not having the opportunity of partaking of the lunch that he had brought as a substitute for dinner. Indeed, the continuation of this terrible mental labor forced him to resign his position. Only those who are familiar with the duties and responsibilities of the train dispatcher can realize the punishment of such a strain upon one's mental faculties, not to speak of the frightful accidents that may happen from an overtaxed brain. The very burden of such a possibility is sufficient to make one's life a continual nightmare. If necessary, let there be shorter divisions, but by all means let our systems be simplified, more comprehensible and clear.

W. F. Hynes.

QUENCH the timber's fallen embers,
Quench the red leaves in Decembers
Hoary rime and chilly spray.
But the hearth shall kindle clearer,
Household welcomes sound sincerer,
Heart to loving heart draw nearer.

— Whittier.

Union Meeting.

Friday, November 27th, was a gala day in the history of the Brotherhood in the vicinity of St. Louis.

At nine o'clock in the morning there assembled at the Hotel Barnum, members from Lodges 205, 177, 156, 109, 83, 78, 74, 45, 31, 28, 8 and 6, representing the Lodges located on the Gould System. The object of the meeting being to consider questions of importance to the Order and create a greater interest among our members, and better their condition. On the meeting being called to Order Grand Master Sargent was called to the chair and Bro Pfeffer, of No. 24, appointed Secretary. Remarks were made by Bro. J. J. Hannahan, Grand Organizer, Bro. Rucker and others, and the meeting was exceedingly interesting. At eleven A. M., the meeting adjourned to meet at the hall of Peace Lodge No. 109, for the purpose of assisting in organizing Glencoe Lodge No. 298.

Promptly at 1:30 P. M., Grand Organizer and Instructor Hannahan called the meeting to order and proceeded to organize No. 298 with thirteen charter members. The entire afternoon was spent in organizing and instructing the New Lodge. These new members of our fraternity were fortunate in having so favorable a time for their first acquaintance with our Order. All being new members, having never before been associated with us, Bro. Hannahan was very careful in his selection of material with which to form this Lodge, and I am confident she will come to the front with rapid strides. All the officers selected are men of marked ability, enthusiastic and determined, and in the hands of such men a Lodge is sure to succeed.

At 6:30 P. M., an adjournment was had for supper. At 8 P. M., a good union meeting was held under the auspices of Peace Lodge No. 109, with eighty members present. Speeches were made by the Grand Organizer and Instructor, J. J. Hannahan, Bro. Rucker, of No. 78, Bro. Bell of No. 6, Bro. Rider, of No. 177, Bro. Pfeffer, of No. 24, Bro. Deem, of No. 83, while many others made short addresses. The meeting was in session until past midnight and was pronounced by all to be one of the best ever held in St. Louis. All questions relating to the good of the Brotherhood were ably discussed, and it was the sentiments of all present that we must make this year's work eclipse all former efforts. Bro. Hannahan delivered an excellent address descriptive of the Brotherhood as it is and as it ought to be. He gave an account of his work since the Convention and the growth of the Organization. He was listened to with the closest attention, and at the close he received an ovation of applause. Bro. Hannahan is a hard-working and determined brother, and has started out to do a grand year's work. We bespeak for him success, and that when he sails into Minneapolis he will carry with him the good will and respect of every member of our Order. The brothers at St. Louis are a noble body of men, and they showered their hospitality upon all the visitors present. They are determined to keep pace with the rest of the world and not be behind in doing good deeds.

During the coming year we shall have many obstacles to contend with, and it will require careful and determined action on the part of each and

every member to go through successfully. A false step will bring trouble upon us, and an ill-advised utterance may cause serious results. We must guard ourselves with unceasing vigilance, and never allow a moment to pass wherein we can do good and advance our cause. The time has come when the Brotherhood of Locomotive Firemen must stand in the forefront, and with its banner flung to the breeze, extend to every worthy engineman an invitation to stand beneath its folds and receive all the rights vouchsafed to every American citizen in this free land of ours. We draw no line, the protection we offer is for all who have a care for those dearer than life—their wives and little ones. We are doing God's work. We are making better men and better citizens, and thank God, we are broad minded enough to embrace them all, no matter whether they pull the throttle or wear the dirty garb of the soot-begrimed Fireman. We recognize equal rights for all and deny no man the privilege of acting as his conscience may dictate. Brothers, stand by the Brotherhood, live true to its principles and the time will surely come when our Order will represent all that is good and great, embodying all the principles that go to make men honored and respected.

F. P. S.

A Few Problems.

Editors Magazine:

At the last Annual Convention of the Brotherhood of Locomotive Firemen, held in Philadelphia, it was my good fortune to be present. The unexceptionable opportunities afforded by the Franklin Institute, and a visit to the Baldwin Locomotive Works, to study up the mechanical principles involved in the construction of locomotives, has made me curious to ask some questions about the principles which were there advanced, and which I do not fully understand, in hopes that some one well posted will answer, for the better education and information of the Brotherhood.

First, The statement was made, and seemingly proven, that the best modern standard locomotive of the day, as demonstrating a mechanical principle, excepting the workmanship, was the most defective of any mechanism on earth. This defect, as a mechanical principle, I should like explained so that I may fully understand it.

Second, I am told that all the reciprocating parts, namely, the piston-head, piston, cross-head, connecting and parallel rods, come to a dead stop and reverse their action every twenty-four inches in twenty-four inches of stroke; that in one movement forward of the piston and piston-head they move through the cylinder, and at the next the cylinder moves over the piston and piston-head. The first branch of the question I can understand; the last I do not.

Third, Is there any measure of the disturbance caused by the action described in the second of these questions?

Fourth, Is it, or can it be true, that the top of a driver, or of any other wheel in the train, moves twice as fast as the bottom, and the bottom stands perfectly still?

Fifth, If a driver four feet in diameter, with 24-

inch stroke, is moving in a line through the center of the wheel and cylinders at fifty miles per hour; is it true that the bottom is standing still, the lower limit of the "wave line" of the crank pin is moving twenty-five miles, its upper limit seventy-five, and the top of the wheel 100 miles per hour?

Sixth, Can a single valve be made to operate two cylinders at the same time on each side of a locomotive?

I saw an engine at Baldwin's with such a valve on inspection, but I did not see the engine in operation. This is a very curious piece of mechanism, and I should like much to see it fully explained and illustrated, if it can be done.

Eccentric.

CHICAGO, ILL., Nov. 25, 1885.

Editors Magazine:

At last! which exclamation, brought forth and given life, is the tired result of quite a long trip, during which I traveled from Portland, Maine, to this Garden City of the West, and saw many interesting things, visited many Brotherhood men and Lodges, and, "all in all," had a good time generally.

Having been a visitor, at the Twelfth Annual Convention, I concluded, after the adjournment of that gathering, to take a look through the Eastern country, and see if all the Eastern members whom I might meet were as jolly, good-natured and shrewd as those who were present, representing the Eastern Lodges. I found them all the same—broad-gauge, open-hearted, enterprising boys; but before getting away from Philadelphia, let me arrest the attention of the reader sufficiently long, to pay my respects to the gentlemen and brothers who had charge of the opening exercises of the Convention.

I have attended many similar occasions, but I am sure I am clinging close to the truth when I say that, without one solitary exception, that occasion was the grandest, most complete and successful affair I have ever witnessed. The gentlemen who had charge of it, are entitled to all encomiums, and more, than my feeble pen will, or can bestow, and I'll venture the remark, that the standing of the Brotherhood in Philadelphia, from the effects of that opening, is one that we all can well afford to be proud of. I want to say also, at this point, that for hospitable, whole-souled treatment, commend me to the genial Gordon and his corps of gentlemanly clerks, of the Girard House. Their's is a hospitality that is of a lasting quality, and makes one dislike to break away from. "Long life and success to them," say I! Then who of the delegates do not remember well the affable, entertaining, Wm. E. Lockwood, the enthusiastic supporter of the "Shaw Locomotive?" I recall a promise he made to a number of the delegates that he would be glad to have an opportunity to answer any questions they might ply him with on the subject "Locomotive." So boys, 'let's at 'im, and see if we can not learn many things we never dreamed of. I opine that Mr. Lockwood will be a hard man to "corner" on locomotive points, technical or otherwise.

Leaving Philadelphia in company with a large crowd of tired delegates, I arrived in the city of New York, late Tuesday afternoon and immediately

left for Portland, Maine, intending to make that my starting point, and gradually work my way with the "Star of the Empire" Westward. After a few days visit with the boys of Great Eastern Lodge No. 4, under the kind, protecting wing of Bro. A. E. Dennison, their delegate, I announced my intention of taking a trip with the veteran B. L. F. man, but rather useful passenger Engineer, John Savage, to Boston, and accordingly on Monday, the 5th day of October, was swiftly carried by the veteran hero, Bro. Savage, safely into the Boston & Maine depot in Boston. It did not take me long to find Bro. Spurr, the Master, and J. C. Edwards, Financier of old No. 37; and once in their hands, you soon find out that there is nothing too good for you, if you want it. Great, big, whole-souled fellows—they are only first-class illustrations of all the others who belong to Boston Lodge.

Having tired of riding continuously on iron, it occurred to me that I would ride from Boston to New York on water, and in accordance with that conclusion, I secured a stateroom on the magnificent palace steamer Pilgrim, and at eight o'clock A. M., Thursday, Oct. 8th, I arrived in New York City. I left Pier No. 23 of the Fall River Line, and started on the hunt for some of the "Just in Time" boys. I found, without very much trouble, first, Billy McColl, hard at work running the anthracite side of an "El" engine. He found Bro. Freeman for me and together we found Bro. Geo. Ford, the Master of No. 149. Well, everybody who has been there, knows that it doesn't take long to stay a week or so, in New York, and I was no exception to the rule. Before leaving New York I want to say that among all the boys I met there belonging to No. 149, I soon learned that Bro. E. Crawford was not the least whole-souled, and had I the time I might conclude this letter writing of nothing but good things, that I experienced while with the New York City boys. I couldn't refrain from running across the river and shaking genial Charlie Wilson by the hand.

Being in the neighborhood of Port Jervis, the temptation was so strong within me to visit the birthplace of this glorious Brotherhood, that I set out for Deer Park Lodge No. 1, and easily found our old friend Bro. Chas. Barkman, and after a very pleasant visit with him and several other brothers of No. 1, I concluded that a visit to Fellowship Lodge No. 121, at Corning N. Y., would be about the proper thing. There I found Bro. Geo. R. Quick, the lively Financier of that Lodge, and who also represented No. 121, in Convention, and I spent a very pleasant time with him. I learned there that they are going to do something wonderful in the way of a subscription list for the next year's Magazine. In fact every place I visited I found plenty of enthusiasm regarding the Magazine. You may take my word for it, Messrs. Editors, there is going to be a very lively competition for the prizes this year. At almost every place I stopped I was informed that one of the prizes was coming to that place,—generally the first prize, but of course I can't very well believe that they will all get it, yet let me warn you to look sharp, for there's going to be a demand for the Magazine next year that will, I think, far exceed your fondest anticipations. When I asked, "Why this sudden enthusiasm?" The genera

answer was "Well, it's our organ." It's the best Magazine printed for the money. It ably voices our sentiments, and it is worthy and deserving all the support we can give it, to say nothing of the generous offering of prizes to the most earnest workers." All are honest expressions, tending toward a common end, with honorable purposes. Here's success to the new Issue.

From Corning I went to Buffalo, and there met Bros. Crossman, Col. Jacobs and others and I found it hard to say good-bye to the boys. They all seemed so anxious to have me remain, not alone at Buffalo, but at every place I visited—All perfect illustrations of the great big-hearted generous fellows that go to make up our extraordinarily successful Brotherhood.

Leaving Buffalo I took the Lake Shore for Chicago, but when I had reached Cleveland, some invisible force caused me to take my grip and self and stop over long enough to say "howdy?" to Bros. Saunders, Ruse and Josh Clark of Forest City Lodge No. 10. There they were, all hard at work, and as full of Brotherhood as an egg is of meat, and they, too, tell me that No. 10's Magazine list is going to be no small affair. I also learned that they were going to capture the first prize. Strange isn't it, that that first prize is going to land in every Lodge from Portland, west, that I know of, to say nothing of the aspirations of the Lodges that I unfortunately couldn't visit? Well, I again headed for Chicago, and by taking a night train, and sleeping all the way, I was not subjected to any temptations to stop off, and I at last arrived in this magic city, a few days ago. This place is the hot-bed of the Brotherhood, and why not? There are more than six hundred of as good Brotherhood men here as ever fired an engine. Among the most intensely enthusiastic are Bros. W. E. Burns, Giff, McQuirk, McAllister, Winwood, Warn, J. P. Murphy, Jim Leahy, L. Smith, who by the way, holds a very responsible position in the First National Bank, Hartney, and I might go on, *ad libitum*, and write six hundred more names, if space and your patience would permit. While mingling with the boys, and being entertained like a Prince, whether I would or not, I again heard the magic word "Magazine," freely used, and in conversation with some of the members, enough escaped them to give me a hint that you, Messrs. Editors, were going to offer in addition to your always generous prizes, a special or capital prize, and that that was what was assisting in stirring up this unusual activity in favor of the next year's book. These brothers said they knew nothing of that, but that they were working on general principles, and were determined to make a special effort this year to send the subscription list up to 40,000 names. God grant that we all combined, may meet with that success, is the prayer of your admirer and supporter.

I did not get to see Grand Organizer Hannahan, as I learned he was on the road organizing Lodges.

From the enthusiasm I encountered, during my trip, I am forced to predict that this coming year is to be the most prosperous and successful of any since our Brotherhood and our Magazine were organized and adopted.

As I am not through with my trip, Messrs. Editors,

I may, with your permission, write another letter at no distant day, giving in detail my travels. Until then I shall remain a faithful supporter of your ably edited book. Fraternally,

Tuf.

SPRAGUE, WASH. TERR., NOV. 25, 1885.

Editors Magazine:

In a Brotherhood such as ours, numbering some 15,000 live and active men, it must naturally be expected that we will find men with what will be considered peculiar notions by the greatest majority of the members, and being possessed of one of these ideas, which may be somewhat out of the line of thinking of the rest of the fraternity, and considering it worthy of ventilation in the columns of the Magazine, I would respectfully draw the attention of the Brotherhood to a comparison of work and wages that are paid to Locomotive Enginemen. I am aware of my own insignificance in this question, and still better aware of the small amount of attention it will receive outside of a careless perusal by the reading members of our Brotherhood.

To begin with, it appears to me there is by far too great a difference in the wages given to a fireman for his duties on the locomotive, as compared to the wages paid the engineer. Let us each turn our individual attention to the matter and see if we can find any just cause why we, as Firemen, should receive only a trifle more than one half the engineer receives. I shall, of course, take it for granted that the labor performed whilst firing a locomotive is just as necessary and profitable to the company as the labor performed by the engineer; and the fireman is the means of creating as much wealth to the company as my estimable friend, the Engineer. The cost of living whilst firing, as a rule, is a trifle more than the Engineer, as the Fireman is well insured of being able to work up an appetite at least once a day oftener than the Engineer, or, if he is fortunate enough to be married, his wife and little ones, I presume, require as many comforts and necessities of life as the Engineer. It is generally supposed that men's labor is rewarded according to the amount of skill and intelligence it requires to perform that labor—we will, of course, take that for granted, and then consider the relative amount of skill and intelligence required by the Locomotive Fireman and Engineer. I claim that it requires fully as much skill and intelligence to fire a locomotive as it ought to be done, as it does to run one—it may require judgment of a different kind, but the fact remains, that to be a successful Fireman, it requires skill, intelligence and judgment; if these are required as much on the part of the Fireman as the Engineer, will some one explain to me why the Fireman is not entitled to get something nearer the compensation of the Engineer? I am aware that the dangerous occupation of the Engineer is often brought up as argument (by the general public.) I would remind our readers that he goes nowhere without his Fireman, and in times when danger or death shows itself, the Fireman is oftentimes unaware of it, down on the deck on a dark night with shovel and fire irons, his eyes dazzled by the fire, he is totally ignorant of what may be taking place until it is impossible to make any escape. If

any part of the increased wages paid the Engineer is for the danger incurred, the fireman is justly entitled to a full division of the spoils.

The skilled Fireman can be the means of saving as much coal, waste, and water, as the Engineer, —the Engineer being far from responsible at all times for a bad report on the monthly fuel sheet. Of course he can not save coal or water unless the machine is handled to the best advantage, and no more can the Engineer do the same, unless he has a fireman who understands his business, and makes it his study to take advantage of the grades and his engine. If one is as necessary as the other to an economical performance of the engine, if the cost of living is as dear to the one as the other, and the dangers equally as great, then I say that the pay we receive is a flagrant injustice. Firemen perform as a rule, more shop work than the Engineer, in the way of cleaning, which can never be neglected; it is constantly before us, and although we are polishing and rubbing, and taking care of the company's property, we, with a large heartedness, characteristic of our calling, and a generosity above question, magnanimously perform it gratis. On the division I work, there has been a schedule of wages which gave \$1.75 and \$1.85 difference per 100 miles for firing main line freight trains, in favor of the engineer; making a difference of almost sixty dollars a month. This rate of wages is radically wrong for Firemen. A general raise of twenty-five cents per 100 miles would not put them right; in the comparison I make of \$1.85, our wages ought to be \$1.00 more, leaving the difference at eighty-five cents. This, I believe, speaking reasonably, would make the wages nearer just. I was interested in the figures of Bro. "Davy Crockett," of New York, in the November Magazine, when writing of Insurance and wages. He mentions Brotherhood Firemen firing for over five years and earning forty-five dollars a month; no doubt the accompanying Engineer would be receiving double that amount for the same work. This is less than twelve dollars a week, on which he claims they are supporting families. Bro. Firemen, this is not right; while I admit that Engineers are deserving of more pay, I think we are honestly entitled to seventy per cent. of the rate of Engineer's wages. We are often told that the Fireman is working for something better, that we are only apprentices to our business. These reasons appear very silly to any one of a practical turn of mind, and not accustomed to dealing in future probabilities or glory. The apprenticeship story is an old fossilized idea, handed down to us from hundreds of years back, and is not in keeping with the times in which we live. I believe a man ought to be paid for the work he performs, and receive the benefit of it at the time he is performing that work and not to leading him on to a glorious probability in the future. The average Fireman, I believe, will in future have to put in at least five years before getting an engine, and that is too long for a man to be earning small wages in the hazardous occupation we follow, for the benefit of learning the trade. The wages he earns in those years are no compensation for his muscle and brains, for the danger in which he places himself, and for the skill and intelligence, and judgment required.

Perhaps some brother who has followed me so far in this letter will expect me to suggest a remedy for this grievance. I believe it could be remedied by the Brotherhood giving more attention to the matter. Let us look for a moment at the two leading Railroad Brotherhoods, viz: the B. of L. E. and B. of L. F. The B. of L. E. has for a number of years made their wages their principal object, other things they are accomplishing being a secondary consideration; they have for the last few years had a tendency to increase their wages, and we are in position to do the same thing for ourselves.

In the third paragraph of our Preamble to the Constitution and By-Laws, I read that "Benevolence is the principal object of our existence." I would recommend that it be eradicated and given second place as one of our principal objects. While not wishing in any way to detract from the great principal of benevolence, or in any way to injure the feelings of my benevolently inclined brothers, I do say that a Brotherhood such as the B. of L. F. has other objects which, if worked out in an intelligent manner, would in the end, be more to our advantage and reflect more credit upon us.

Sprague.

NORTH BAY, ONT., November 23, 1885.

Editors Magazine:

North Bay Lodge No. 234 is still doing well. We were made the recipients of some beautiful presents recently. Mr. T. A. Summerskill, our late Locomotive Foreman at this place, presented us with the picture of a large engine built under his directions when at Montreal on the G. T. R. He is now located at Ottawa. He was presented with a handsome gold watch by the employes of the wreck department on his leaving North Bay. He takes with him the best wishes of all.

Bro. Jas. McCluskey, our enterprising Magazine Agent, presented the Lodge with a full set of window blinds, which are quite ornamental; also a picture, neatly framed, of himself. Bro. J. Graham, our worthy Master, who has been away on a trip to his home, presented the Lodge with a picture of himself. The boys were disappointed on his return, because he failed to bring a "Mrs. G." with him, he having invested in real estate a short time previous, but it looks as though it would not be long before he establishes a household in North Bay. Bro. J. Young presented the Lodge with six spittoons; but, unfortunately, a by-law was enacted prohibiting the use of tobacco in the Lodge room. A vote of thanks was tendered the donors of the handsome and useful presents. We have now one of the finest Lodge rooms in the Order, which speaks well for the boys at this place.

The village of North Bay is only a little more than two years old. It is supported principally by the Canadian Pacific Railway, and is growing very fast. It is beautifully situated on the north shore of Lake Nipissing, and it will yet be one of the finest summer resorts in Canada.

Bro. J. Fallon, our worthy Financier, met with a sad loss in the death of his father, who had been sick for two months, but at last his sufferings are at an end. Bro. Fallon has the sincere sympathy of the members of this Lodge. Yours, in B., S. and I.,

North Bay.

For the Magazine.

The Old Year.

It has passed away like a dream,
Like a dream that cannot be told;
As though last New Year we fell asleep,
And now wake another year old.

Turn back the leaves of thy heart, each one,
And trace out the record there.
Though the page be dim, yet shrink not back,
It will repay thy care.

Although it may tell of springing hopes
That were crushed like the wayside flowers;
Or perhaps be blotted with heart-wrung tears,
Or shadowed by darkened hours.

Yet remember the blessings that lay concealed,
The sunlight that burst through the clouds,
The dove of peace that flew to thy breast,
From the folds of their funeral shrouds.

Thank God for this, but look again,
Hast thou left a good undone?
Have human sorrows and mortal pain
From thy breast no pity won?

Hast thou found no path to aching hearts
To relieve the weary pain?
Nor brought the smile to pallid cheeks?
Oh, then, thou hast lived in vain.

We have all the same sad story to read,
And we see what we might have done.
As we slowly, thoughtfully wander back
O'er the ruins one by one.

We might have been—before our eyes.
Let it stand in letters clear:
With a shadowy finger pointing there
From the ghost of the vanished year.

And the new life opened before us now
With its pages be all undimmed.
If we turn them back, oh let them read
Like a joyful harvest hymn—

Of treasures gathered from earthly dross,
No moth or rust to corrode,
Free from the vain regrets now ours,
Stamped with the seal of God.

LA FAYETTE, IND. — W. B. W.

EAST SAGINAW, MICH., Dec. 1885.

Editors Magazine:

I have seen it stated in the preamble of our Constitution, that our Brotherhood was organized, amongst other things, to elevate Locomotive Firemen to a higher social, moral and intellectual standard.

Our official organ, the Firemen's Magazine, is devoted to the education and elevation of railroad men: why not use its departments freely for such purposes.

Why could not a member who is versed in mechanical matters, and capable of handling a pen as well as a scoop, give us something about machinery, something we would be interested in, something that would help to educate us in our calling and would be to our material and intellectual benefit. I am very sure there is more than one of our members who could do it, if he only would.

I have read with considerable interest the various propositions and plans in regard to our insurance, reserve funds, etc., etc. I hope I will have an opportunity to refer to them later. At present I will only say a few words in reply to "Davy Crockett's" letter, which appeared in the November issue of

our Magazine: I would like to have "Davy Crockett" explain why he, and others who belong to our Brotherhood, want to carry accident insurance, and to pay out from \$21.00 to \$32.00 per year for the sake of getting \$5.00 or \$10.00 per week, as "Davy Crockett" says, till they are able to work.

Let us consider this matter briefly. You take a policy for \$1,500.00 in case of death, and \$5.00 weekly indemnity in an accident insurance company. It will cost you about \$29.00 per year; and what will you get for it? If you happen to die by natural death, your family would get nothing; if you get totally disabled, you would get nothing; if you get sick—unless your sickness is caused by an accident you would get nothing. In order to get anything, you must be killed or injured.

Now let us see how it is with the Brotherhood. The cost will only be from \$19.00 to \$22.00 per year, instead of \$29.00. Should you die by a natural death or by violence, the relief of the Brotherhood is extended just the same. If you are totally disabled by sickness or accident, you will get the full benefit of the insurance. As far as indemnities are concerned there is scarcely a Lodge in the Order that does not pay sick benefits, averaging from \$3.00 to \$10.00 weekly. The only difference is that, for the accident insurance companies we have to draw orders on our Paymasters, so we do not get a chance to draw all our money and spend it, and then begin the worry about how to pay our dues.

If you permit, I will give you a little information in reference to our Lodge. We organized on the first day of September, 1885, with twelve charter members. Our membership has increased to forty-two, and as there is not a meeting but that we get new applications, I am confident that, in a very short time we will be counted one of the strongest Lodges in the Order. Our officers, and especially D. Patterson, Master; Chester L. Sterling, Financier; Henry Meyers, Secretary; and W. F. Carle, Vice-Master, although new in the Brotherhood, make very good and efficient officers, and with the assistance of other brothers, especially Bros. Niederstaedt, Barker, Wendel, Smith, Lambert and Frank Thinsky, Saginaw Valley Lodge No. 280, cannot help but prosper.

Our members all manifest a deep interest in the work of the Order and will surely contribute their full share to its future success. Yours fraternally,

Hungarian.

THAYER, MO., December 8, 1885.

Editors Magazine:

Having a little leisure time, I will give the readers of the Magazine a few points regarding Lodge No. 280. Our Lodge is located at the foot of the Ozark mountains. We organized July 27, 1885, and have twenty good substantial members on our rolls. They are men you can rely on, and when their assistance is wanted you may depend on finding them ready to do all in their power to promote the interests of our Brotherhood.

Business is dull at present, and a few of the boys are leaving.

Bro. Kitson is located at Fort Worth and Bro. Mitchell at Marshall, Texas.

Yours, fraternally,

II.

JACKSON, MICH., November 28, 1885.

Editors Magazine:

The locomotive firemen employed on the M. C. R. R., running into this town, are beginning to take quite an interest in the Brotherhood, and already applications are coming in to No. 240, with a realization of its importance, and by careful, earnest and conscientious support of its laws and edicts we will keep this grand organization in the front ranks, where it has so nobly and unassisted placed itself. Throw away the bad and keep the good and the success we have earned will stay with us.

The M. C. R. R. and L. S. & M. S. R. R. firemen are a congenial, earnest lot of boys. Among them quite prominent are Bros. C. Allen, J. Babcock, J. Swan, Wm. Francis, Wm. Whalen, M. Whalitan, S. Verberg, Poland, Whitney, Cooper, Green and Sunley.

Bro. Neesley is firing the 255, otherwise known as "The Big Eagle," on day and night express, for Dick Vanhorn. Bro. E. Efner is also firing one of the "Michigan's" big engines, and says to his more unfortunate brothers on freight, as he passes them, "just watch my smoke as I pass by!"

Our worthy Master, Geo. Hastings, is undoubtedly the right man for the position. He is quite domesticated, and is with his little family whenever his business on the road and the Lodge will permit.

Bro. Bently has recovered from his recent lameness, caused by a sprained ankle, and is again on his old run, the fast New York express.

The writer met Bro. Casey, of Galesburg, a few days ago, who is visiting friends in Michigan. He expects soon to visit in Jackson. Fraternally,

Dorr.

ST. LOUIS, MO., November 29, 1885.

Editors Magazine:

Pursuant to call, a Union meeting of delegates representing Lodges on the Gould system, met at Hotel Barnum, St. Louis, at 10 A. M., November 26, and went into session with Grand Master Sargent in the chair. Chas. T. Pepper, of No. 24, was appointed Secretary. After preliminary remarks, Bro. B. D. Rucker, of No. 73, stated the object of the meeting, which was called for the purpose of promoting good fellowship among the firemen, to more thoroughly organize and to extend the influence of the Brotherhood. Several hours were spent in discussing the points at issue, when, upon invitation of Grand Organizer and Instructor J. J. Hannahan, who was present, the meeting adjourned until 3 o'clock P. M., to attend the organization of a new Lodge in the city at the pleasant hall of Peace Lodge No. 109. The new Lodge is known as Glencoe Lodge No. 298, and was installed with fourteen new members, and will prove a valuable addition to our growing Brotherhood. Besides turning the new members around several times, Bro. Hannahan instructed and drilled the older ones in their duties. Boys, look out for him. After congratulating the new members, all were invited to attend the regular meeting of Peace Lodge No. 109, with Bro. Fisher in the Master's station. After opening the meeting, the regular order of business was suspended and a general debate followed on "The Good of the Order." The liveliest enthusiasm prevailed, and some very able speeches were made, which were listened to with the closest attention.

Matters of interest to the Order were discussed and a general interchange of opinions followed, which resulted in great good to all who were present.

At the evening session held in Summit Hall, Grand Master Sargent and Grand Organizer Hannahan delivered excellent addresses.

The following delegates were present: T. H. Bell, No. 6; O. Cox, No. 8; Chas. T. Pepper, No. 24; J. A. May, No. 31; Wm. Piercey, No. 74; B. D. Ruoker, No. 78; I. M. Dean, No. 83; Wm. Shea, No. 109; E. Wileox, No. 156; M. R. Carson, 163; S. W. Ridener, No. 177; Thos. Verlin, No. 205; J. H. Stout, No. 243. The utmost harmony prevailed throughout the meeting, and the motion to meet again in St. Louis, January 7, 1886, was made unanimous. Delegates wish to return thanks to General Superintendent Wm. Kerrigan, F. P. Sargent and J. J. Hannahan, to Peace Lodge No. 109, and Division Superintendents and Master Mechanics for kind favors received.

C. T. P.

SLATER, MO., NOV. 20, 1885.

Editors Magazine:

It is the wish of West End No. 18, to inform all sister Lodges that we are yet in existence, and also in a prosperous condition. We are proud that we can boast of being one of the wealthiest little Lodges in our noble Order. With a membership of about fifty-five, we have nearly \$2,000 in our treasury. Can any other sister Lodge make such a grand showing as that? Bro. S. Washburn has been promoted to the right side. Bro. W. will be remembered as the delegate from No. 18, at the Twelfth Annual Convention at Philadelphia. Our Master's name is "Dan" Smart. He is the right man in the right place and while he handles the gavel No. 18 will surely continue to prosper. W. H. Storms, better known as "Cyclone Bill" is the name of our able Secretary. Bro. Jno. Stoffels, who runs "Fido" in the Slater yard, is now visiting his girl at Bloomington, Illinois. Bro. R. A. Howard says he has got "dropping off," "rolling down dumps," and "through barbed wire fences" down to a "T."

Extending a hearty invitation to all brothers that may chance to be passing this way, to visit No. 18, and receive a friendly grip, I remain,

Old Joplin.

SAN MARCIAL, NEW MEX., NOV. 30, 1885.

Editors Magazine:

One of the most prosperous Lodges in our Order, is our own Magdalena No. 261, composed of as fine a body of men as can be found anywhere. Although quite a young Lodge, having been organized on the 27th of March last, we now have twenty-one members, with several applications awaiting action.

Our worthy and efficient Master, Bro. E. Lyons, has been rusticiating in the wilds of Ontario for a month or more, but is expected to be with us soon again.

Bro. Baylass was united in marriage to one of El Paso's fairest daughters on Thanksgiving day. Here's success and contentment—may neither of them ever have cause to regret the step.

All our members are endeavoring to prove themselves worthy of the Order, and in time we shall be able to boast of a Lodge as good as the best.

Cactus Bud.

LAS VEGAS, NEW MEX., Nov. 21st, 1885.

Editors Magazine:

I feel that a short letter from Montezuma Lodge, will serve towards keeping those of our friends and acquaintances alive to the fact that "old 204" isn't dead yet. Recently our Lodge has been laboring under certain difficulties, that we believe are now removed, and we are again advancing, and have quite a number of applicants preparing.

Bro. W. H. Barber, Master, is at his station every meeting, and presides with commanding dignity and force. He is a very good presiding officer.

Secretary A. J. Armagost is a faithful, earnest worker, and keeps an honest and conscientious watch over the minutes of each meeting. Any infraction of the rules are carefully noted by him. And it is said of our Financier, Bro. A. W. Schuster, that no member can owe his dues or assessments and escape him. He is the right man in the right place, and we propose to keep him there.

Bro. W. H. Rogers is Magazine agent for the ensuing year, and I predict that we will secure a list of subscribers for the 1886 book, that will make agents in larger places feel ashamed of themselves—look out for him, for he is a worker.

Past Master Clark has withdrawn and is intending to join Mount Hood Lodge No. 167, at The Dalles, Oregon. We regret very much to have Bro. Clark leave us, but we find a little consolation in the fact that No. 204's loss is No. 167's gain.

Bro. J. C. Sharp, formerly Financier, is braking on passenger on the "Santa Fe," and is facetiously called "the dude."

Bro. Geo. Moore, about four months ago, fell on the deck and injured his spine to such an extent that he has been unable to work since, and there are no prospects of his early recovery, although we all hope that he may, as rapidly as possible, fully recover his former good health.

Business is quite dull here yet, but we expect it to soon pick up.

Fraternally,

"204."

EAST ALBANY, N. Y., Nov. 18, 1885.

Editors Magazine:

Less than two years ago, East Albany Lodge No. 215 was organized, and during that brief period her members have proven themselves worthy of a place among the tried and true. Most of our members are active workers and let no opportunity escape to advance the interests of our cause. Our brethren on the H. K. R. R. are composed of good material, and the only fault I have to find with them is that we do not see as many of them at our Lodge meetings as we would desire. I like to see all our members attend meetings promptly and take part in the deliberations. In no other way can we hope to bring our Lodge to that degree of perfection so necessary to our interests as firemen and as members of our noble Brotherhood.

I am pleased to report the promotion of Bro. A. L. Babcock, Master of No. 215, who represented us so ably at the Toronto Convention. Our worthy Past Master, Bro. C. H. Crehan, who was our delegate at the Twelfth annual Convention, was presented with two handsome cuts of locomotives, which he had elegantly framed and donated to the

Lodge, for which a vote of thanks was tendered him. Bro. Crehan is one of our most reputed members. Bro. C. Lowell, one of our charter members is a very active worker. Through his influence we have secured many worthy members. Bro. Lowell recently presented the Lodge with a ballot box and ballots, and two elegant ebony gavel, of which we are very proud. The Lodge also passed a vote of thanks to Bro. Lowell for his generous offerings.

We are all up and doing here in East Albany, and we expect by our good work to make our Lodge the peer of any of our sister Lodges.

Wishing the Brotherhood a year of unbounded prosperity, I remain

Yours fraternally,

Oil Can.

GRAFTON, W. VA., NOV. 30, 1885.

Editors Magazine:

It is with pleasure that I inform you of the flourishing condition of Grafton Lodge No. 276. Although our growth is not rapid it is healthy and permanent and in time we shall have a Lodge in all respects as good as the best.

A frightful accident occurred on the fourth division of the B. & O., a short time ago which was caused by a misplaced switch. A limited passenger train was derailed while running at the rate of fifty miles per hour, but fortunately no lives were lost. Our Magazine Agent, who was shovelling the black diamonds into the fire box, took it very hard because his pet engine was broken up so badly. For a time he was inconsolable but when that little girl arrived his sorrow was dispelled and he is now himself again. It may not be out of order to suggest that the Havanos should be forthcoming. We hope that all good Brotherhood men are well and doing well.

Old Virginia.

TERRE HAUTE, IND., December 5, 1885.

Editors Magazine:

The old year has drawn to a close—passed away. And we must say farewell—it is gone beyond recall. Like its predecessors, it brought with it joy and gladness, gloom and sorrow. Into one home in particular, has death entered and taken away a rose-bud of great promise and transplanted it into the garden above, where there is perpetual Summer. Little "Teddy," loved so well by all, has gone into the arms of his Heavenly Father. We could not, with all our strength, our patience, our great love, keep him from pain, we could not close those sleepless eyes, nor ease that throbbing brow—and so in this life it must ever be, we must part with those we love. It is well with your darling, he has only gone before, and to you, dear friends, sweet thoughts must ever come: an angel boy in heaven, invisible cords drawing you onward and upward to him, as he can never return to you.

A pearl so pure, with lustre bright,
Has passed untarnished from our sight
To be reset with a crown of gold;
A precious jewel within the fold.

G. M. S.

The Railroad Reporter in a recent issue refers to the Locomotive Firemen's Magazine as "the best Railway Brotherhood Magazine published," a compliment we fully appreciate.

INDIANAPOLIS, IND., Dec. 1st, 1885.

Editors Magazine:

Eureka Lodge, No. 14, has experienced a series of fatalities which well nigh persuade me that the finger of Fate points in our direction. On January 15th Bro. Chas. Osler was declared totally disabled with consumption, from the effects of exposure, the direct result of a wreck in which his clothing was soaked with water and escaping steam. On April 20th, Bro. Thos. McMahan was declared totally disabled with epilepsy. On June 3d, Bro. James O'Neill died of consumption. On July 29th, Bro. A. J. Baird died of consumption. On August 23d, Bro. Louis Stoehr was killed in a railroad accident. On September 12th, Bro. Robert Davis died of typhoid fever. On November 10th, Bro. Thos. Crackel was killed in a railroad accident. Verily, have we not had our share of misfortune? No, it seems that our cup is not yet full. For years we had among us one we all delighted to call our brother. He had those genial qualities which we all admire. He was popular with everybody, in and out of the Order. He filled all the offices in the Lodge from the highest to the lowest and had the confidence of every member. On November 24th he was expelled in disgrace for violating his obligation and defrauding members. I refer to none other than John A. Tweedie, our late Magazine Agent. He has left us liable for \$195.00 in his accounts. How much of this money he collected and appropriated to himself we cannot determine. He left the city about December 28th for parts unknown, and up to the present time we have no clue to his whereabouts. The worst feature of his bad conduct was the embezzlement of the funds of Bro. Chas. Osler, one of our totally disabled members, who had entrusted him with a power of attorney to receive his insurance during his absence from the city for the benefit of his health. Tweedie appropriated over \$500.00 of this money to himself, leaving poor Bro. Osler almost destitute.

Thus our readers will see that the members of Eureka Lodge have drank from adversity's cup to the dregs. But I am proud to say that they are not disheartened. Through all these trials they have shown the same unwavering fidelity to our cause. They are of that class of men who can bear misfortune as well as they can brave danger on the rail when it is for the sake of this grand Brotherhood of ours. They are for the Brotherhood, first, last and always, and when its record is written their names will be found among the tried and the true.

Wm. Hugo.

BOSTON, MASS., Dec. 16th, 1885.

Editors Magazine:

We have been called upon to mourn the death of one of our old-time and most highly-esteemed members. Bro. Wm. H. Greene died of pneumonia, November 19th. He was a charter member of Boston Lodge, and from the first to the last he was a conscientious and diligent worker for the interests of the Order. He represented our Lodge in the Boston Convention and made a very creditable record for himself and the Lodge. He was Financier during the days following the Boston & Maine strike, when the life of Boston Lodge was in the balance. At a time when we were in debt more than eighty

dollars he advanced half the amount from his own pocket, although his means were limited and he had a family to support. By his careful management and untiring energy, in less than a year from that time the Lodge had paid every cent of debt and had a handsome sum to her credit.

Bro. Greene leaves a loving wife and child, also an aged mother who is completely prostrated from the loss of her only boy.

Each member of No. 57 feels that he has sustained a personal loss in the death of Bro. Greene, for he had endeared himself to all his fellow members by his conscientious discharge of every duty and his unselfish devotion to the Lodge during its dark days. May our fallen brother sleep in peace.

A. W. Spurr.

SIERRA BLANCA, TEX., Dec. 8th, 1885.

Editors Magazine:

If your space will permit, please give this letter publication in your valuable Magazine, on behalf of Lodge No. 135, the Banner Lodge of Western Texas. We have been out of the field now so long, that I presume some of our sister Lodges imagine we are getting indifferent to the interests of our noble Order. Such is not the case. We are all working hard to promote its interests and the welfare of its members. The boys are generally happy and contented, except perhaps the pioneer who is cast out upon the plains here in a little burg of three or four houses, and has to herd by himself. However, I once in a while meet a traveling brother and so can keep myself moderately well posted. I believe from what observations I have made that everything is working better since our last Convention and we have gained more friends. Let us now put our shoulders to the wheel and bring our Order to a higher degree of perfection.

Now for some of our star brothers, of whom we have many. Here is old Nick. Every one knows Nick. He always has a smile and a good morning for you, except when he has been a little naughty and staid out "late o' nights." He has a full fledged engine and so is a full fledged engineer and now handles a fine McQueen switch engine in the S. P. yards at El Paso. Bro. Nick also takes care of our finances to the satisfaction of all.

And next comes the handsomest boy in our Order (don't get mad, boys). His name is Wm. Smith. He has not fared quite as well in getting a job and running an engine, but he did make a fine run from here to Illinois, bringing back with him a fine little lady who now goes by the name of Mrs. Wm. Smith. Success to you, Billy!

Next comes the "Old Hickory" of our Lodge, Wm. Cowan, who sits at the head of our Lodge, and right well he knows how to do it. Billy has been very good to all Brotherhood men (most too good, probably, in some instances), but woe to the brothers who do not keep themselves in good standing.

And now comes Bro. Charley Young, our delegate, generally called the "old crank." Charley always has an open hand for Brotherhood men, and they never go away empty-handed if they are in need. By the way, Charley, you are in better humor lately. What causes it?

Next is the "greatest foeman of them all," J.

Matthews, who is generally called, "Matty, the only dude." Mat has also got to be a full-fledged engineer, and now "knocks tar out of them" between El Paso and Valentine.

And then there is the only Oscar, who holds down the 545 on the T. & P. Oscar took a notion to paint his stack red the other day, he thought it would look better than black; but Mr. A. C. W. thought different, and so Oscar had to loaf a couple of days. Do not paint her red any more, Oscar.

Space will not permit me to flatter any more of our boys, but you may rest assured they all deserve it. Please give this room in your Magazine and oblige one of the boys who is doing what he can to help our good cause along.

Texas Charley.

GALION, O., December 14, 1885.

Editors Magazine:

After a long silence. I have concluded to make a few remarks concerning the members of Eclipse Lodge No. 107. We have a membership of about sixty-five and I must say all good fellows. Quite a number of our prominent members have been promoted, among whom I may mention Bros. Ness, Gollady, Jones, Armstrong and others who are handling the right side with marked ability.

On Saturday last we were surprised by receiving a message from Instructor Hannahan stating that he would be with us that evening. We called a special meeting and about twenty of our number met Bro. Hannahan at the depot and escorted him to our hall, where he instructed us in the work of the Order. Accompanied by Bros. Gollady, Cronin, Dean, Canaan and myself he took the midnight train for Crestline where he established Central Ohio Lodge No. 200. The new Lodge starts out with the most flattering prospects and before long will be one of the best the Order can boast of. I believe Bro. Hannahan to be the right man in the right place. This is my first effort and I hope it will not reach the editor's basket.

L. C. H.

HOUSTON, TEX., December 14, 1885.

Editors Magazine:

Perhaps some of our friends would like to learn of our prosperity. We number about fifty members, and are constantly increasing. Our master, Bro. Ritchie has resigned and will be succeeded by Wm. Nare, who runs engine No. 10 at night. As Bro. Ritchie is running engine No. 30, it is seldom we get to see him, as we run first in first out, over three divisions.

George DeYoung is now located in the Central yards. We hope to see him cling to this day job.

J. J. Sangster is firing a passenger run east of Houston.

At the close of the last regular meeting the boys were agreeably surprised by the appearance of a table laden with refreshments, the compliments of Bro. F. M. Bettis and bride. They received the congratulations and best wishes of all the boys. Frazier claims he is carrying signals for the left hand side. Keep your eyes open Dave, or you may run by a flag. Yours fraternally,

A Member.

For the Magazine.

Poverty's Bliss.

"What wilt thou give, this poverty mine,
What wilt thou give this parting year—
To the soul that I love, where its beauties shine
In a face that is sweeter than life is dear?"

"I give to thee, as I give to all hearts I wed,
Memory's brightest, happiest hue;
Come, what would'st thou." Poverty said,
"Where would thy heart's desire lead you?"

And I said: "Riches—I should buy
The rarest furs from the farthest North,
Sparkling gems to please the eye,
In purest gold by fancy wrought."

Ah! give me the love of the heart I love,
You take the gifts that wealth can bestow;
My New Year's gift to the heart I love.
I shall look in her eyes and tell her so.

—Tim Fagan.

CAMPBELLTON, N. B., December 14, 1885.

Editors Magazine:

We take pleasure in announcing the marriage of our worthy and esteemed Bro. N. Sinclair, of No. 144, an engineer on the I. C. R., to Miss Annie Weir, of Moncton, N. B. The newly wedded pair have gone to Nova Scotia on their bridal tour. The members of 144 unite in wishing Bro. Sinclair and his bride a happy and prosperous matrimonial trip through life. We are also informed that Bros. Chamberlain, Gilker, Gallan and McNutt are seriously contemplating matrimony. Well, boys, we are anxiously looking for the cigars. No. 144 is again coming to the front; we have now thirty-four members in good standing and expect to get several more soon. I would like to say a word in regard to members attending meetings more regularly. I notice that some of the careless ones will invent almost any excuse in order to be absent; this is too bad, as it tends to make others careless, and they will say, "Oh, if Bro. so and so aint going to come I guess I won't go," and so through their carelessness are actually doing an injury to our Order. And again, it is very poor encouragement for the officers who are trying all in their power to keep the Lodge up to the standard to know of several members being in town and not be able to open Lodge on a regular meeting night, for want of a quorum. I hope the boys will be promptly on hand after this, and do all in their power to make 144 a success. And I would say to every fireman who has the opportunity and the necessary qualifications that he should join the Brotherhood, as its benefits and teachings are of the highest order.

I. C. R.

A WRITER from Como, Col., who signs himself "Kicker" says that High Line Lodge, No. 256 is in good working order with about thirty as good members as ever pulled a throttle or handled a scoop. Bro. Tompkins presides and Bro. Weamer handles the funds, and both are first class officers. Bro. George Long took a flying trip to Breckenridge and is back at his post again. M. F. Egan, the foreman at Como, gives general satisfaction and is very popular among the men. A number of promotions have been made and all are doing well.

GREAT BEND, Pa., December 14, 1885.

Editors Magazine:

It is with pleasure that I send greetings to our sister Lodges in behalf of Lackawanna Lodge No. 283. Much has been written and said in regard to the splendid mission of the Brotherhood of Locomotive Firemen, but the half has not been told and I sigh for the ability to add new lustre to the theme. How the heart of every true member should swell with pride when he contemplates that he is a part of this noble Order which has for its mission the protection of those who are near and dear to him. We watch with ever increasing interest the advancing steps of the Order and when a new Lodge is added to the roll we congratulate ourselves upon the acquisition. Of these, is Lackawanna Lodge, the one of which I have the honor to be a member. We have on our rolls twenty-eight faithful and energetic members who are ever ready to build up their Lodge and serve the interests of the Order. They thoroughly understand the purposes of the Order and believing as they do that we can not hope to achieve success without working for it, they are never idle when an opportunity presents itself to push forward the good work in which we are engaged.

We were organized in August last with but fifteen charter members but we are fortunate in choosing a leader who has proven himself equal to the responsibilities of his position and we look forward to the time with pleasure when we shall have a standing unexcelled by any Lodge in the Order.

I am glad to see our Magazine keeping steadily in the front. It is now recognized as one of the most able exponents of labor and I hope it may have a bright and prosperous future.

I regret to say that Bro. Jacob Brown is suffering with a severe attack of typhoid fever. He has the warmest sympathy of all our members as well as their best wishes that he may speedily recover his health. Wishing God speed to the Brotherhood, I remain yours fraternally,

J. F. McCormick.

DENVER, COLO., Dec. 16th, 1885.

Editors Magazine:

It is seldom that anything appears regarding Lodge No. 77 or any of our boys, and as a great many of our friends subscribe for the Magazine, I have concluded to give them a little information concerning our Lodge. We have 125 members in good standing, after furnishing several Lodges with charter members. Still, we continue to grow, and we always have a large attendance at our meetings. Master Salmon, one of our most energetic members, is located on the K. P. Div. of the U. P. Ry. He has always a meal ticket with an extra meal for any good brother who presents himself. Chas. Burgdorf, our Vice Master, is certainly a credit to the Order. Should any of our readers chance to meet Charlie, he will give you a grip that you will remember to your dying day. Now comes Bro. Brundage, our Secretary. For promptness and attention to duty he cannot be excelled. Bro. Hynes is our worthy Financier. He is well known throughout the Brotherhood, and it will require a writer better qualified, than I to do him justice. His assistant, Bro. O. W. Richardson, devotes nearly all his leisure time to

the Brotherhood and I can truthfully say that in the 15,000 members of our Order there is not one who takes more interest in its welfare than Bro. Richardson.

J. V. Duggan, the newly-elected Magazine Agent, and an aspirant for the \$500.00 prize, has lately been promoted to running. If perseverance and hard work will win, you may rest assured that Bro. Duggan will be victorious.

Among the members of No. 77 who have lately been transferred to the right-hand side are Bros. Joe Alexander, Mark O'Boyle and Jas. Smith. I would recommend the promotion of Bro. Joe Brown, of the South Park, to Mr. Brophy, our gentlemanly foreman, were it not for the fact that he has learned of the color-blind test through Bro. Kimball, of No. 12, while in Buffalo some time ago.

Joe Berry is pulling the throttle on one of the D & N. O. engines. Jack Auers, is one of our youngest runners, and handles the throttle with the ability of an old hand.

I must also mention J. M. Nolan, as clever a railroad man as can be found. Bro. Latham visits us occasionally, and always has a good word for us. It is stated on good authority that Paddy Lamb has accepted the leadership of the Mugwumps and will lecture in this section of the country. Jas. Dooner, Mike O'Hara and Joe Brown, of color-blind fame, are firing passenger engines. Dame Rumor has started the report that the above-named Mik will not sail alone all winter. Jno. Flavin is contemplating a trip home after a three years' absence. Our worthy Past Master, Ed. Sibley, is still on hand, and is working as hard as usual for the B. of L. F. While in the chair he presided with entire satisfaction to all. Bro. Jim Burke has been passing the cigars around. He has a smile on his face and says it's a boy. I must make mention of M. F. Keefe, who, though not a member, which, by the way, is no fault of his, is a big-hearted boy, always pleasant and agreeable, and ever ready to aid his fellows.

At some future time I will endeavor to introduce to your notice the remainder of our members, all of whom are Brotherhood men in the full sense of that term. Yours fraternally,

Cactus.

COLUMBIA, Pa., December 16, 1885.

Editors Magazine:

I have watched the progress of the Brotherhood of Locomotive Firemen since its organization in 1873—then but a handful of men and now a mighty army. Wherever the steel rail penetrates you can find Brotherhood men. The Brotherhood has assisted many and has done as much, if not more, for the cause of temperance, as nearly all other organizations combined. Our Lodge is composed of good material. We number fifty-six members and all endeavor to do their duty in advancing the interests of the Brotherhood. I hope to see some other member pen a few lines regarding No. 252 occasionally. Hoping that the Order may live long to continue its good work I remain

Fraternally yours,

S. J. Brighton.

WHY is it that No. 94 sends us in no news? With such able writers as Bros. Spahr, McQueen and Simpson, we ought to hear from the Cactus.

Personals.

W. CONWAY is happy; he has caught on.

A STRONG combination—Walton and Dupell, of 75.

No. 150 is perfect in the work. Thus saith the G. O. and I.

G. P. ENGLISH, of 71, is suffering with an attack of rheumatism.

No. 233 has in Bro. R. H. Coggan, one of the best Financiers in the East.

H. S. CORMICK, of No. 37, is now a prominent business man of Centraalia, Ill.

M. ENGLISH, wields the gavel of Fort Ridgely Lodge with becoming dignity.

H. MYERS is doing efficient work as Secretary of Saginaw Valley Lodge No. 286.

GO EASY, Bro. McAuliff, with those loaded cigars, or you will hear something drop.

J. W. MURRAY is one of the live and energetic members of Magdalena Lodge No. 261.

J. CASHMAN, of Waseca, has a new boarder at his home, and Bro. C. is as happy as the birds in June.

BROS. COBB and Flowers, two worthy members of Ft. Ridgely Lodge, are on the list of promotions.

THE Swinerton Grand Concert Company is connected with No. 216. Bro. W. H. Swinerton, is Manager.

DANIEL KEATING, of Saratoga Lodge, is now on the list of benedicts and his happiness is complete.

WHEN Bro. Harrington, of 129, wishes to lay off, he becomes extremely sick. *She* says it is a put up job.

E. McHUGH, Financier of 218, has lately been promoted and is doing successful work as an engineer.

WHY is it that Bro. Henry, of No. 111 visits Terre Haute so often? Surely there must be some attraction.

WHEN Bro. J. McCabe, Master of No. 284, sounds the gavel, the members of that Lodge attend strictly to business.

DID you ever meet Bro. Dean, of Texas? He should be seen to be appreciated. There is only one in the country.

F. M. FISHER, Past Master of 165, is one of our live and energetic members. He is highly respected at Andrews.

C. F. WHITAKER and Wm. Bender, of No. 71 have been transferred to the right hand side. The boys wish them well.

IT is said that C. W. Stacy, of 219, keeps the cleanest engine on the P., F. W. & C. His engine is a model in that respect.

E. W. MASON was selected as Master of the new Lodge at Davenport, and this alone assures the success of the new Lodge.

THE members of No. 288 showed excellent judgment in choosing Bro. W. S. Davis as Master. Bro. Davis is one of the oldest veterans in our ranks, and under his administration the Lodge is certain to prosper.

MASTER M. ENGLISH, of No. 65, has a young gentlemen arrival at his house who is instructing him in the use of paregoric.

THE Grand Organizer and Instructor speaks in high terms of the boys of 103 and 281. He had to present his papers there.

JOHN H. CLARK, of No. 103, is still on earth. Glad of it, John, although we spent some time in mourning your loss.

THE members of Triumphant Lodge speak in the highest terms of Bro. E. J. McQuirk, their faithful and painstaking Financier.

AL. BOWEN, of 112, is now busily engaged in rocking the cradle, which contains a precious little daughter that has just arrived.

No. 2. has a member that has got a corner on clams. If you wish to get a crowder in Providence you will have to consult him.

THE Master of Enterprise Lodge, Bro. A. S. Groff, is a thorough Brotherhood man and is making an excellent record for himself.

BILLY GOGGINS, the late Secretary of 18 K. Lodge, says he had a surprise party on Thanksgiving—it was a girl, and Billy is highly elated.

G. H. EVANS, H. H. Hardy and W. B. McGuire are faithful officers and Endeavor Lodge will prosper under their administration.

ONE of the ablest Financiers in our Order is C. N. Wilcox, of No. 91. Although he is located on the Desert, he gets his returns in on time.

No. 57 is reported to have a member with auburn hair and a wooden leg, who has applied for a position as guide to Central Park menagerie.

W. C. BYERS still wields the gavel of Hawkeye Lodge No. 27. Bro. Byers is an old pioneer in our cause and will be found true to the last.

THE many friends of Bro. Fred Winwood will be pleased to learn that he is doing a "land office" business at his elegant restaurant in Chicago.

No. 138 is fortunate in having two such members as Bro. Brubaker and Bro. Harry Stone. The Brotherhood is safe in the hands of such men.

C. T. PEPPER, of Great Western Lodge, has all the qualities of a true Brotherhood man and is rendering the Order good service in the Southwest.

C. DUGAN, of No. 12, notwithstanding his former weight of 205 pounds, has increased nearly three fold. He also rejoices over the arrival of a daughter.

A. McVICKER, Financier of No. 222, and J. L. Milner, of the same Lodge, have met with deserved promotion. Their success as engineers is a foregone conclusion.

BRO. LEDFORD, of No. 129, is a true Brotherhood man, always on hand and never neglects to advance the interests of the Order whenever an opportunity presents itself.

L. L. JOHNSON of No. 22, is one of the prominent citizens of Urbana. He holds the office of Deputy Sheriff and fulfills the duties of the position with dignity and ability.

A. M. STEVENS, of Sunbeam Lodge No. 171, was lately united in marriage to Miss Alberta L. Lockhart. The newly married couple start out with the best wishes of a host of friends.

THE news comes from Tucson that Tug Wilson, of Cactus Lodge, has taken unto himself a blooming bride. May Tug and his bride find the sea of matrimony smooth sailing.

HENRY HARTFORD, of 291 has been clothed with matrimonial honors and has the good wishes of all in that new relation. George Hare is said to be looking in the same direction.

H. C. HALL, Master of No. 97, is one of our most earnest workers on the Pacific coast. Under his guidance Orange Grove is retaining the same popularity that it has always had.

SOME of the "Q" boys think they know now why Bros. Frank Rurger and "Shooster" are always singing about "The girl I left behind me," since their trip to K. I. How is it, boys?

No 90 will soon have a boom. Located at the terminus of one of our trans-continental lines and under the management of Bros. R. V. and J. M. Dodge, her prospects are bright indeed.

ABE JENKINSON, one of the oldest members of our Order, still holds forth at Gallon, Ohio. He has lost none of his interest in Lodge affairs, but is ever on hand when his service, are required.

MR. H. C. BAUGHTON, Train Master of the first and second districts of the Wabash system is one of the firm friends of the Brotherhood. Our Organizer is indebted for courtesies received from Mr. Baughton.

R. M. SCOTT is one of the leading spirits at Pittsburgh. He carries as much Brotherhood pressure to the square inch as any member on our rolls. His little home is ever open to a worthy member of the Order.

At the recent organization of the Lodge at Crestline, Ohio, the members of Eclipse Lodge No. 107, rendered good service. Bro. Prescott fired up the Lodge room for the occasion and came near making a good job of it.

C. A. ELTON, well known to all members of the Order, is now located on the Atlantic & Pacific at the Needles. Bro. Elton is still working in the interest of the Brotherhood, as the new applications that come in from that locality testify.

THE bachelors of No. 112 mourn the loss of another comrade. Bro. Elmer E. Reeves was lately married to Miss Ora M. Griffith, of Kansas City, Mo. May long life and few cares come to Bro. Reeves and his bride, is the wish of Evening Star Lodge No. 112.

That genial and accommodating member of Sprague Lodge 133, Bro. C. Rose, was married on December 8th, to Mrs. Elizabeth Melner, of Sprague, Washington Territory. The boys all join in heartiest congratulations and hope their life may be full of contentment and peace.

At Urbana, Ill., on Nov. 19th, Bro. J. A. Gibson of No. 22, was married to Miss Josie Hamm, the Rev. Mr. McNutt officiating. Bro. Gibson is held in high esteem by a large circle of friends, and their best wishes and warmest congratulations are extended upon the happy event.

OUR Organizer speaks highly of the members of Smoky City Lodge No. 219. He says they have a magnificent hall well furnished, and that they are well up in the work. R. Beeson is Master and E. D. Cawley is Financier, and no better men could be found for those positions.

DURING the late Convention at Philadelphia, a number of delegates were entertained at the residence of Bro. Harry Walton. A bounteous repast was served which was heartily enjoyed by all except a certain member of Enterprise Lodge whose appetite failed him at the most critical moment and for the first time in his life the "Lunch Fiend of the Delaware" was "swamped." Had it not been for this providential interposition, Mrs. Walton's dishes would have disappeared with the victuals, and poor Harry would have had to take an empty bucket on the next round trip.

ONE of 210's members writes: "At our last meeting we were surprised to see Bro. C. R. Weeks pass around a box of cigars. Charley explained that if it had been a girl he would have passed around two boxes, as he already possessed a boy. We all hope the next occasion will require two boxes."

AARON E. MARSHALL, one of No. 16's most worthy members, who is now located at Mattoon, Ill., was recently married to a very estimable young lady of that city. Aaron is in all regards an excellent young gentleman and an honor to our Order, and our wish is that long life and unalloyed happiness may bless his matrimonial voyage.

THE members of Buffalo Lodge No. 12 desire Bro. I. H. Crossman to explain how he managed to stay away from the Globe on Michigan street long enough to attend the surprise party at Bro. Conrad's. Beware of that blonde, Jim. We have it that "Skinny" has got the inside track and your only hope is in keeping him at Niagara Falls.

It is with pleasure that we chronicle the marriage of Bro. J. Butler, of Lodge No. 141, to Miss Flora Richards, of Belleview, Ohio. The event occurred November 25th, only a few intimate friends being in attendance. Many elegant presents were received by the contracting parties and in their matrimonial voyage they are followed by the best wishes of a host of friends.

At a meeting of Northwestern Lodge No. 82 a vote of thanks was tendered to Mr. Geo. F. Willson, M. M. of the M. & St. L. Ry. for the use of a headlight and colored lights at their annual ball, and also to the St. P., M. & M., C. M. & St. P., C. St. P., M. & O. and M. & St. L. Railways for free transportation. The ball was a grand affair and the boys feel grateful to all who contributed to its success.

OUR Instructor recently visited Lodge No. 150 at Marquette, and "L. L. H." writes: "Bro. Hannahan came in upon us unawares and notwithstanding the inclemency of the weather, we had a good meeting. We were much pleased with Bro. Hannahan's visit and feel satisfied that good results will come from it, as he infused new life in our members and gave us many valuable instructions."

THE Barnesville Times pleasantly notes the marriage of Bro. Geo. Miller, of No. 76 as follows: "G. J. Miller and Mrs. Chapman were married Monday evening at the residence of Harry Gowanlock. While the bridal pair were waiting for the train for St. Paul, Mrs. Miller was presented by Prof. Acheson in behalf of her many friends, a well filled purse. Both Mr. and Mrs. Miller leave a large list of friends in Barnesville, who wish them happiness." Bro. Miller has served long and faithfully in the ranks of No. 76, and in his new relation he has our heartiest congratulations.

J. C. B. has written us a very encouraging letter from Williams, Ariz., in behalf of Pacific Lodge No. 173. He says, "our officers are watchful of the interests of the Lodge, especially our Master, who fills his position to the satisfaction of all." F. G. Foster still holds the throttle of the 48. W. Daze, our Master Mechanic is very popular with all the men, as he deserves to be. J. X. Woods made a flying visit East and the boys thought he would bring back a partner, but they were disappointed. Success to the Brotherhood."

On Saturday evening Nov. 29th a special meeting was held at the hall of Beacon Lodge No. 111, Mattoon, Ill., to receive our Grand Organizer and Instructor, Bro. J. J. Hannahan. Bro. Hannahan instructed the members in the secret work, and the meeting was a most profitable one and the good effect is already developing itself. During the evening a reception was tendered Bro. Hannahan, by Mr. and Mrs. Gilduff. Mr. Gilduff is an Engineer on the I. & St. L. R. R. and a most excellent gentleman, and the courtesies extended to Bro. Hannahan are appreciated by all members of No. 111.

A VERY newsy letter has been received from Wilmington, Del., signed "Old Times," in which the writer claims for that Lodge a corps of officers, equal to the best in the Order. He says that Edward Nugent, the Master, is an honor to his position, that Edward Gordon, although one of the youngest members, is thoroughly proficient in the work of the Order. W. Lytle, the Financier is held up as a model officer, while B. Cash, the Secretary, receives the fullest measure of praise. The writer is evidently an enthusiastic member of the Lodge and has a pride in the good work that is being done.

WHILE standing in the Mattoon yard a few days ago, we noticed engine 304—Engineer Gilduff and Fireman Posey, come in without a bell. Thinking some accident might have occurred, we stepped up to the Engineer, and on inquiry he informed us that a certain U. S. Fish Commissioner had asked permission to ride on the engine, and became so elated at the prospect of some day being a Fireman himself, and thinking that all a Fireman had to do was to ring the bell, endeavored to perfect himself in the art. Posey objected, and after some hard words had passed, Engineer Gilduff concluded to disconnect the musical beauty and lay her on the shelf. The last seen of the Fish Commissioner he was on the top of the cab wrestling with Posey and the bell.

A Grateful Acknowledgment.

Recently a young man named Rolla Kendall died at Aurora, Ill. He had been firing on the road but a short time when he was taken sick and died. Although not a member of our Order and comparatively a stranger, the members of Self Help Lodge No. 80 took charge of the remains and otherwise paid respectful tribute to the deceased fireman. For this commendable action they were rewarded by receiving the following beautiful and pathetic letter from the sister of the deceased, bearing testimony of her appreciation of the loving service rendered her brother:

"EAST BERKSHIRE, VT., November, 1885.

To those young men who presented the floral cross and bouquet to deck the casket of my loving and well-beloved brother, Rolla:

"I, his only sister, wish to express my thanks and gratitude, not only because the flowers were beautiful and suitable, but because they spoke to me of the 'Brotherhood' of the fellowship and good feeling existing among you towards a comparative stranger. It has taught me the lesson that all who strive to do right will find those who will act the part of friends. I feel it, perhaps, more deeply on account of our being orphans. When Rolla left to go among strangers I feared much for him. What if he should be sick or get hurt and be among strangers? Who would care for him? But, thank God for the kindness and kindly feelings of the strangers as shown by your acts, I shall have more confidence hereafter in the nobility of mankind. Again, thanks; thanks for your thoughtful and loving acts. These lines but poorly express my feelings of gratitude, but that God will send you friends in the day of your need will be the prayer of Rolla's sister.
Mary F. Kendall.

Presentation.

The members of Atlantic Lodge No. 291 have abundant cause for congratulation upon the encouragement that is being offered to them from every side. They were recently made the recipients of some useful and elegant presents, as will be noticed by the following from the Long Island Record:

"On Saturday evening last the members of this Brotherhood were surprised by a number of lady friends who sought admittance to the sacred precincts of their Lodge room, and were in due time admitted. The object of their visit was made known by Miss Elouise Barker, who placed upon the altar a beautiful plush altar cloth, elaborately worked in gold with the name and number of the Lodge and

the outlines of a modern locomotive. This was the gift of a few lady friends, and was presented to the Lodge as a token of their esteem. An elegant book-mark was also presented on behalf of Mrs. Gurnell. These beautiful gifts were received by worthy Master James R. Johnson with appropriate expressions of gratitude. A ballot box was also presented by Mr. B. G. Latimer, of Brooklyn, with a few appropriate remarks. Also a set of gavel from Mr. B. G. Latimer. Brief addresses were made by Mr. Benjamin Booth, of the Brotherhood of Engineers, and one or two other visitors. The evening was then devoted to music, singing and dancing, and finally the entire party were invited to a bounteous repast prepared for them at the residence of Mrs. Smith on Williams avenue. Altogether the occasion was a very enjoyable one, the members and lady friends of the Brotherhood doing everything that could contribute to the sociability and entertainment of those present. The company were much indebted to the vocal efforts of Mr. Booth, whose repertoire seemed to be inexhaustible. Before the company broke up the thanks of the company were tendered to Mrs. Smith and family for the generous hospitality manifested by them. Among the ladies were Mrs. Willis, Mrs. Smith, Mrs. Haner, Mrs. Jay Palmer, Mrs. Eichhorn, Mrs. Ennis, Mrs. Adam, Mrs. Forbell, Mrs. Wanzer, Mrs. Nielson, Mrs. Baker, Mrs. McEneaney, Miss Elouise Barker, Miss Jennie Merwin, Miss LeSeur, Miss Hare, Miss Smith, Miss P. Merwin and Miss Emma DeLauniquette, of Hicksville."

In addition to the foregoing, the Lodge was presented with a beautiful Bible by Just in Time Lodge No. 149, and also with a set of hood-winks by Mrs. J. Johnston. The members of Atlantic Lodge return their most grateful thanks to each and all the donors, and especially to Bros. McCaffrey and Morehouse for the friendly and valuable advice received from them at the presentation of the Bible. They will show by their good works that they appreciate these testimonials of friendship and esteem.

Amusements.

DICKINSON, DAK.

The members of Onward Lodge No. 41 gave their second annual ball at the roller rink Thanksgiving evening, November 26. The attendance was unusually large, and the ball was a grand success in every respect. The brothers spared no pains in decorating the rink, which presented a beautiful appearance, lighted with a headlight in one end, with red, white and green lights attached to the flag-staffs and many red and white lanterns hung along the sides. The music was excellent, being furnished by the Dickinson string band. The brothers wore red silk badges handsomely decorated with an ornamental B hand-painted in gilt and colors. Everybody present declared the ball to be the most enjoyable affair of the season, and attributed it to the energy and enterprise of the railroad boys, who spare no pains or expense in an undertaking of this kind. Hoping that many more such enjoyable "annuals" will be their portion, I subscribe myself
D. Q. S.

WASECA MINN.

The annual ball of Ft. Ridgely Lodge No. 65 was a most flattering success and the members are highly elated over it. The hall was well illuminated with headlights and a profusion of Chinese lanterns and presented a most beautiful appearance. The W. S. & L. P. railroad kindly furnished free transportation to all members and their mothers, wives and sweethearts, besides abandoning several trains to give an opportunity to all to be present. This kindness on the part of the officials is fully appreciated. The ball continued until the small hours of the morning and each and all who were present expressed themselves as having had a most enjoyable time and when the next annual ball is given it will be sure to meet with the most liberal patronage. The boys worked hard to make the affair a success and they were not disappointed for it was all that any one could have wished. The membership of Ft. Ridgely Lodge never do things by halves, they are enterprising and ambitious and when they start out to do a thing they generally succeed. A more extended account of the ball is crowded out for the want of space.

GALESBURG, ILL.

Progress Lodge No. 105 gave their third annual ball at the New Rink, on Thursday evening November 26. About 250 couples were in attendance, and all enjoyed themselves immensely. The following account is taken from the Galesburg Press and People. "The ball of the Locomotive Firemen, at the Rink on Thursday evening (Thanksgiving) was a grand affair. Over 250 were on the floor dancing. The rink was appropriately decorated, with a headlight at the head of the hall, with red, blue, green and white lanterns on each side. The motto of the Brotherhood, "Benevolence, Sobriety and Industry," in an elegant design, was universally admired. The music was by Stafford's orchestra. The whole company enjoyed themselves, and refreshments were served at McKibben's restaurant. This was the third annual ball, but the boys promise still better things next year.

WHITE HALL, N. Y.

The grand ball and concert of Saratoga Lodge, No. 29 was a very pleasant affair as will be seen by the following from the Whitehall Times:

The first grand ball and concert given by the Locomotive Firemen, was a grand success. The Opera House was filled with ladies and gentlemen, the balcony being crowded to its fullest extent. The concert given by Doring's famous orchestra, consisted of the following selections:

1. Overture—"Fairy Tales" Kensen
2. Cornet Solo Selections George Doring
3. Selections "Mikado"
4. Clarinet Solo Selections Thornton
5. Selection—"Echoes" Wiegand

George Doring with his magic cornet, was superb while the clarinet solo by Thornton was enjoyed equally as well. After the concert the grand march opened the ball, and at the signal of bell and gong the procession was started. Then followed, quadrilles, lauciers, money-musk, waltzes, polkas, etc. The floor was filled with handsome ladies and brave firemen and their gallant guests. The men who daily face danger in no way quailed before the sparkling headlights that blazed from pretty ladies' eyes. The management was perfect, and all passed off very agreeable. The supper was one of mine host Gailley's best, and every one who was allowed thirty minutes for refreshments, declared that the restaurant on the route of "Saratoga Lodge No. 209 of Brotherhood Firemen" was well stocked with delicious eatables. The Brotherhood may well congratulate itself upon the success of this, the first grand concert and ball. We feel proud of our railroad employes, for we do not believe a more orderly or gentlemanly class exist anywhere than can be found in this village.

KEOKUK, IOWA.

Thanksgiving evening, Gate City Lodge No. 93, entertained their friends at Gibbon's Opera House by holding one of the grandest balls that the citizens of Keokuk have ever attended. It was their Sixth Annual, and the tasty manner in which the hall was decorated goes to show that the Committee on Arrangements thoroughly understood their business. The sister Lodges surrounding No. 93 were well represented, and thereby contributed their efforts toward making this the pleasantest affair of its kind that No. 93 has ever given. There were two hundred couples present, and the manner in which they enjoyed themselves was evidenced by the rushing for good places every time the floor director would announce the next dance. The sun was beginning to dissolve the shades of night ere the last couple had left the hall, and the expression was common among all present that that was the finest yet, and they will anxiously await the arrival of the time for holding the Seventh Annual Ball of Gate City Lodge No. 93.

Mrs. Mary E. Neenan, sister of Bro. P. Neenan, is the recipient of the thanks of the members of No. 93 for her presentation of the badges worn that evening by the members of the committee. They were said to have been the handsomest ever seen in Keokuk. Bro. Keech, unfortunately, was deprived of the pleasure of being there—the stern necessities of railroad life placing him in Burlington on that night,

and thereby devolving the pleasant duty upon some one else of taking his "best" and, in fact, only girl to the ball.

It was thoroughly well understood why Bro. P. Neenan was so exceedingly anxious to be present. Dame Rumor slyly hints at the early prospect of Bro. Neenan investing in some finely printed cards, with two parties' names thereon.

Bro. R. S. Cusack and his charming lady were there, and much of the success of the entertainment is due to the credit of their efforts.

It is an open secret that Bro. A. Mallum can stow away more oysters in "one time and two laps" than any member of 93. If you have any desire to test the length and strength of your bank account, just give him a chance at his favorite game of "Oyster, oyster, who's got the oyster?"

J. H. Carter, our Financier, is too modest to be a slave of the Goddess Terpsichore, and, therefore, attended, with exceeding promptness and dispatch, the more worldly and substantial duty of giving away tickets and taking in cash at the ticket window. E. J. C.

MARQUETTE, MICH.

We clip from the Marquette Mining Journal the following account of the annual ball of S. M. Stevens Lodge No. 150:

A special train in the charge of P. Patenaude brought a host from up-the-road points to the annual ball of S. M. Stevens Lodge No. 150, B. of L. F. At Negaunee a delegation of over thirty couples from Escanaba, who came up on a special car, joined the train, the gentlemen belonging to Mineral King Lodge, No. 129, B. of L. F., while the total number brought in on the train was over 375.

The Casino was beautifully decorated. Festoons of evergreen hung with many colored lanterns; monograms of the Brotherhood; and finely framed pictures of locomotives adorned the walls. On one end of the rink was the word "Welcome" tastefully wrought in evergreens, while the masterpiece of all adorned the east end—a finely painted locomotive, natural size, with the regulation locomotive headlight in its proper position, sending forth a flood of light; the engine was "No. 150," and bore the name "S. M. Stevens." Prof. Crim's orchestra rendered excellent dancing music, and the grand march, the first number of the programme, was a beautiful sight. In the first quadrille thirty sets were on the floor, while there seemed couples enough for as many more who were not dancing, so the reporter could not even estimate the large numbers present.

At the end of this quadrille a very pretty incident occurred. The gentlemen of S. M. Stevens Lodge were called together upon the floor and in the name of their wives, sisters and lady friends, Mr. O. D. Bishop presented a large quarto bible to the Lodge in a very pleasant little speech, L. L. Hood making a neat response for the gentlemen of the lodge.

At 10 o'clock supper began to be served at the Clifton House, and the tables were crowded until a late hour. The gentlemen of the B. of L. F. wish to extend their hearty thanks to Mrs. Volk for the elegant manner in which the refreshments were served. The reputation of the Clifton was well sustained, everything was of the finest, and everyone had at least one good Thanksgiving feast. In spite of the large numbers all were well waited on, and everything moved quietly and without confusion.

Great credit is due to L. L. Hood and J. H. Bice, the general committee, for the excellent manner in which they performed their duties, as well as to the following gentlemen, who assisted them: A. Elstrom, A. Bishop, P. Patenaude, R. Fletcher, Fred Reinhardt, and Jacob White. The gentlemen of S. M. Stevens Lodge may felicitate themselves upon the great success of their ball, socially and financially; the Casino has never witnessed a social gathering on a grander scale.

MINNEAPOLIS, MINN.

A glowing account of the fifth annual ball of Northwestern Lodge No. 82 is given in the Minneapolis Tribune, as will be seen by the following: "Armory Hall was well filled last evening, on the occasion of the fifth annual ball given by Northwestern Lodge No. 82, of the Brotherhood of Locomotive Firemen. Owing to the inclemency of the weather, many who had expected to attend were deterred

from so doing, but those who braved the cold and wind were amply rewarded for their courage. The invitations, of which a large number were issued, were neatly printed on tinted paper, and bore on the first page a cut in bronze of a complete locomotive. Armory Hall which was used the dancing floor was tastefully decorated with American flags and festoons of national colors. At each end large locomotive head-lights above furnished illumination. Mottoes and pictures adorned the walls, while near the base of each of the arches supporting the roof were hung three lanterns, the red, white and green lights, used as signals on the railroad. At about the center of one side of the hall on a raised platform, was stationed Curran's orchestra, which discoursed music for the dancers during the evening. The "Order of Dance," with which each lady was provided, was quite elaborate and deserves special mention. The first page displayed a neat engraving printed in brown, with an embossed border, the design being carried over the back to embellish the last page. Inside were found the names of members of the committees, followed by the dance programme of 24 numbers and the menu of the banquet. The whole was bound together by a silken cord, to which was attached at convenient length a small white pencil, bearing the word "Engagements." These pretty souvenirs of the occasion were doubtless highly valued by the ladies. The dancing hall presented a bright and gay appearance, and the charming pastime was enjoyed by a large number till 12 o'clock, when supper was announced and the guests filed into the adjoining rink, where a delightful repast was served by E. M. May & Son. Plates were laid for 400. This Lodge of the Brotherhood of Locomotive Firemen was organized about five years ago, and is now one of the largest in the Northwest. Their officers are: Master, Frank X. Holl; Secretary, Kenton D. Stevens; Financial Secretary, William D. Richmond. Next September a Convention of the Order will be held here, at which delegates from all the Lodges in America will be present. The total membership of the Order is about 16,000.

GREEN BAY, WIS.

In the following report which we clip from the Daily State Gazette, Green Bay, Wis., it will be seen that the annual ball of Baldwin Lodge No. 189 was a magnificent affair:

"For the past month extensive arrangement have been made by Baldwin Lodge No. 189, Brotherhood of Locomotive Firemen, for their second annual party and ball. A large number of handsome invitations were issued, in this and other cities, and no pains spared to make the ball a perfect success in every particular. Last night all preparations had been completed, and at 8 o'clock the expected guests began to arrive. From 8 o'clock until 10 a perfect stream of new arrivals flowed into the spacious hall, and the programme was early begun. Besides the graceful festoon of evergreens, draped over the doors, around the balcony, and from the center of the hall, the room had been decorated by a number of appropriate pictures, among which was the finely engraved chart of the Order. Three locomotive head-lights in transparencies of a locomotive in different colors on the front were arranged at the rear end and on either side of the hall. In the center of the stage was placed a locomotive bell, representative of the Order, and which rung out in sonorous tones the call for a new dance. Music of the very highest order was furnished by Prof. Clauders' band, of Milwaukee, consisting of eight pieces.

Across the hall and over the stage was stretched a banner, bearing in large letters the device and the motto of the Brotherhood, "Benevolence, Sobriety and Industry."

To the happy strain of enchanting music the dance went on right merrily until the magic word "supper" was spoken. Then a portion of the dancers wended their way to the dining room, and sat down to a bountiful repast, prepared by the well-known restaurateur, Louis Guss. The menu embraced all the delicacies of the season including oysters, cold meats in various styles, pastry and confections. After promptly fulfilling the pleasant duty of disposing of the tempting viands, the guests returned to the ball room, and again resumed the pleasures of the even-

ing. Not until the clocks indicated the near approach of day and a faint glow that tinged the eastern sky heralded the coming of another morn, did the dancing cease, then surfeited with the pleasures of the few hours past, the guests departed for their several homes, each delighted with the pleasant evening and their short respite from the cares and responsibilities of the prosy world.

The reception committee were prompt in the discharge of their duties, and their efforts went far to make the ball a grand success. About two hundred couples were present, among them many from Milwaukee, Menominee, Escanaba and other points in the state. Not one single event happened to mar the pleasures of the evening, and the boys of Baldwin Lodge are to be congratulated on the magnificent success of their second annual party.

Through the kindness of Assistant Superintendent Bell and Mr. N. S. Kimball, M. M. of the M. & N., Mr. Smith, M. M. of the C. & N. W., and Mr. Fenwick, M. M. of the G. B. & M., it was so arranged that as many members as possible could be present. In addition to these gentlemen kindly granted the use of headlights, bell, etc., for all of which the members express their appreciation and sincere thanks.

ROODHOUSE, ILL.

The Evening Eye, of Roodhouse, Ill., gives an elaborate account of the Thanksgiving ball of J. M. Dodge Lodge No. 79, from which we take the following:

About six weeks ago when J. M. Dodge Lodge, No. 79 B. of L. F., decided to give a Thanksgiving ball this year, it was very wisely decided to entrust the entire management of the same to Messrs. J. B. Milton, chairman; P. Gorman and W. L. Teeple, as a committee of arrangements. They were given these instructions: "Spare neither time, trouble or expense in making this the most successful ball ever held in this part of the state." The ball was given at the Opera House and a room twice that size would not have sufficed to comfortably accommodate the vast crowd who were present.

The room was most elegantly and elaborately decorated. From the center of the ceiling was suspended a large flag, fourteen feet long. To the center from each corner was hung a long festoon of evergreens, trimmed with flags. The walls were all beautifully trimmed. Nearly 600 flags being used in the decorations. On the walls were hung seventeen pictures of locomotives, a very appropriate method of decorating. But the pride of all the jolly firemen and the center of attraction during the evening, was a large facsimile drawing of Wilson's standard C. & A. engine, class A. No. 77, which was hung above the stage. This handsome drawing was presented to the lodge by Wm. Wilson, superintendent of machinery, and the firemen had it elegantly framed, and took a just pride in exhibiting to their guests the representation of the mechanical skill of Wm. Wilson, the chief of their department of labor.

The first dance was the grand march, which was participated in by forty couples, and as many more were eager to take part but could not find room.

At 12 o'clock supper was served in the room under the Opera House, by the ladies of the B. of L. F. The room was tastefully trimmed with lace curtains and fruit pictures, kindly loaned by E. S. Bundy. The arrangements for the supper were placed in the charge of Miss Belle Milton, and she chose her own assistants.

The supper was as much of a success, in its way, as the ball. Everybody unites in saying that it was the finest and most elegantly prepared supper ever served at any ball in Roodhouse. Over 150 persons sat down to the tables, which groaned with every delicacy that could be desired.

The turkey was carved in beautiful style by C. A. Swan, Sr., and he was assisted by Charles Hannaford.

The following are the names of the ladies who assisted in making the supper a success: Mesdames Chilson, Stultz, Triplett, O'Donnell, Rawlins, Bishop, Gray, J. A. Brown, Cato, Coddington, Young and Misses O'Donnell, Bishop, Garner, Young, Shield and Lillie Milton.

The beautiful ornamental cakes that were on exhibition also deserve mention. Among them were one made by Mrs. Triplett, which will be presented

to Eugene V. Debs, Grand Secretary of the Brotherhood and editor of the Firemen's Magazine, one made by Mrs. Majors, which will be presented to Superintendent Reeve, one made by Mrs. Presley, that will be presented to Master Mechanic W. P. Strunk, and another most beautiful cake also made by Mrs. Presley, which has been presented to The Eye, and for which we take this opportunity of expressing our hearty thanks and appreciation.

There can nothing be said too highly in praise of the ball. The managing committee and all the willing hands that assisted, deserve the greatest credit for the success that so richly crowned their efforts.

Resolutions.

SAN FRANCISCO, CAL.

At a regular meeting of Golden Gate Lodge No. 91 B. of L. F., held October 18, 1885, the following resolutions were adopted:

Resolved, That the thanks of this Lodge, be tendered to Nathaniel Gray and Rev. Dr. Loomis, for the present of a beautiful Bible for our altar. Also to Thomas Carnish for lettering the same, and to E. E. Stewart, of the B. of L. E., for his assistance in our behalf. Be it further

Resolved, That a copy of these resolutions be sent to each of the above named gentlemen, and also published in our Magazine.

J. H. AGNEW, } Committee.
WM. G. BRADSHAW, }

STRATFORD, ONT.

At a regular meeting of Good Endeavor Lodge, Ladies' Society, B. of L. F., on November 2d, we were surprised during the routine of business by a deputation from Avon Lodge, No. 38, B. of L. F., consisting of Mr. E. A. Ball, Mr. J. W. Mitchell and Mr. J. Drummond, presenting us with an address and a handsome, satin-lined box, containing beautiful badges for our officers and members; each officer's with the insignia of office carved thereon in silver. Therefore it was unanimously

Resolved, That a vote of thanks be extended to the officers and members of Avon Lodge, No. 38, B. of L. F., for their magnificent gift, and that a copy of this resolution be forwarded to the Locomotive Firemen's Magazine for publication.

MRS. J. S. JOHNSON,
Secretary.

TEMPLE, TEXAS.

At a regular meeting of Midland Lodge, No. 47, the following resolutions were unanimously adopted:

WHEREAS, It has pleased our Supreme Ruler to remove from our midst our esteemed brother, Geo. Danner, of Falls City Lodge, No. 103, who met his death without a moment's warning, November 21st, by his engine turning over; and

WHEREAS, The Brotherhood loses one of its most faithful members, therefore be it

Resolved, That while we bow in humble submission to Him whose mysterious ways are beyond our comprehension, we none the less mourn the loss of our brother, who has been called from our midst.

Resolved, That we tender our most heartfelt sympathy to the family of our deceased brother, and that, as a token of respect, we drape our charter in mourning for the space of thirty days, and that a copy of these resolutions be sent to the bereaved family, and also to the Magazine for publication.

THOS. ROBBINS,
Secretary.

INDIANAPOLIS, IND.

At a regular meeting of Eureka Lodge, No. 14, B. of L. F., the following preamble and resolutions were adopted:

WHEREAS, It is with sorrowful feelings we are called upon to chronicle the death of our beloved brother, Thos. Crackel, who lost his life while in the discharge of his duties as engineer, therefore be it

Resolved, By the death of Bro. Crackel his family loses a kind and loving husband and father, and our Brotherhood a good and faithful member, but it is with feelings of satisfaction that we can cherish his many good qualities.

Resolved, That we extend to his bereaved wife and family our heartfelt sympathies in this, their great affliction, and tender to those who in any manner assisted in caring for the body of our deceased brother our warmest thanks.

Resolved, That our charter be draped in mourning for the space of thirty days and that a copy of these resolutions be forwarded to his family, a copy spread upon the minutes and published in the Magazine.

W. T. SCREES, } Committee.
CHAS. HAMILTON, }
HERMAN HUGO, }

WHITEHALL, N. Y.

At a regular meeting of Saratoga Lodge No. 209, the following resolutions were adopted on presenting a ring to Archie B. Roberts, of New York (porter of sleeping car Kildare), in consideration of the invaluable services rendered our injured brother, Thomas Dorcal, in the terrible accident in which Engineer Brown lost his life. Every truly noble and unselfish action is its own reward, and especially any effort put forth to alleviate human suffering justly challenges universal admiration. But notwithstanding this fact we deem it appropriate and right to present Mr. Roberts with a slight testimonial, as an expression of gratitude to the man who was instrumental in rendering such aid, and therefore

Resolved, That we present Mr. Roberts with a diamond initial ring, with the name and number of the Lodge of Locomotive Firemen making the presentation engraved upon it.

Resolved, That a copy of these resolutions be forwarded to the Locomotive Firemen's Magazine and the Whitehall Times for publication. Also that a copy be sent to Mr. Roberts and a copy placed on file in the Lodge.

HENRY COLLINS, } Committee.
JOHN MCCARTHY, }
ALBERT HURTBUS, }

NEW HAVEN, CONN.

At a regular meeting of Elm City Lodge No. 284 the following resolutions were adopted:

WHEREAS, It having pleased fourteen members of Just in Time Lodge No. 149 B. of L. F. of New York City, to withdraw from the aforesaid Lodge, for the purpose of forming a separate and distinct lodge, to be known as Elm City Lodge 284, of New Haven, their residing place, deeming it in the interest of the B. of L. F. so to do, and the brothers of Just in Time Lodge, although regretting their departure, most generously aided them and wished them God-speed in their undertaking, and desiring to perpetuate their memory, presented them with a copy of the Holy Bible as a token of their esteem. The brothers of Elm City Lodge assembled together and

Resolved, That in grateful appreciation of the kindness of the brothers of Just in Time Lodge, in so remembering us, a vote of thanks be tendered to the brothers of Just in Time Lodge for their beautiful and appropriate gift.

Resolved, That a copy of these resolutions, duly signed be transmitted to Just in Time Lodge, and that a copy be forwarded to the Magazine for publication.

EUGENE ALLING, JAMES H. HALL,
CHARLES F. ALLING, GILBERT O. HALL,
CHARLES H. ALLEN, CHARLES A. LEWIS,
GEORGE A. BLAKE, MICHAEL MCNULTY,
EDWARD DUGAN, JOSEPH McCABE,
CLIFTON DOWNS, JOHN PENFOLD,
WILLIAM DELLERT, BENJAMIN POLLARD,
Members of Elm City Lodge No. 284.

PERU, IND.

At a regular meeting held at their hall, October 29th, 1885, the officers and members of Echo Lodge, No. 157, B. of L. F., adopted the following resolutions:

WHEREAS, It has been the will of the Supreme Ruler of the Universe to remove from our midst Bro. A. Nichols, who died of heart disease in the prime of life, therefore be it

Resolved, That we, as a Lodge, tender the grief-stricken family and relatives our heartfelt sympathy

in their bereavement and commend them to Him who doeth all things for the best, and trust that He will watch over and protect them.

Resolved, That while we bow in humble submission to the Divine Will, we hope to so conduct ourselves that when we are called to that Home from which no traveler returns, that we may be prepared to render our accounts as our deceased brother has done.

Resolved, That in the death of Bro. Nichols, his companions have lost a true friend, his family a devoted husband and brother, and the community one of its most upright and honorable citizens.

Resolved, That we drape our charter in mourning for the space of thirty days, that these resolutions be published in the Firemen's Magazine, Miami County Sentinel and Evening Journal, and that a copy be sent to the family of the deceased.

Resolved, That the thanks of this Lodge be extended to Mr. G. W. Stevens, Superintendent of the W., St. L. & P. Ry., for courtesies extended to the family.

CHAS. R. HUGHES, } *Committee.*
CHAS. A. WILSON, }

ELMIRA, N. Y.

At a regular meeting of Wheaton Lodge 242, held held November 15, the following resolutions were adopted:

WHEREAS, It is with profound sorrow we announce the death of our young and worthy Bro. Milton H. Elston, who was called to cross the threshold of the Supreme Grand Master's Lodge, on Wednesday, November 11, after a brief illness of typhoid fever;

WHEREAS, The relations held by our deceased brother, with the members of this Lodge, though of short duration, render it proper that we place on record our appreciation of his merits, as a man and worthy brother; therefore be it

Resolved, That while we bow in humble submission to the will of the Divine Master, we none the less mourn the loss of our worthy brother, who was so early cut down in the full vigor of manhood;

Resolved, That in the death of Bro. Milton H. Elston our Order has lost a young and worthy member, the railroad company a steady, sober and trust-worthy employe, the sorrowing parents a dutiful son, and the young, grief stricken wife a kind, loving and devoted husband.

Resolved, That we tender the members of the bereaved family, especially the wife, our heartfelt sympathy, knowing how inadequate are words, to lessen the desolation of the heart, earnestly wishing it were in our power to allay the grief and anguish of the ones deeply bereaved, and be it further

Resolved, That as a token of respect and esteem for our departed brother, our charter be draped in mourning for thirty days, and that these resolutions be published in the Magazine.

J. H. BARTHOLOMEW, } *Committee.*
W. H. SCHROEDER, }
T. W. OUTT. }

CAMPBELLTON, N. B.

At a regular meeting of Sugar Loaf Lodge, No. 144, B. of L. L., the following resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler of the Universe to suddenly remove from our midst our late brother, John C. Dalton, who was instantly killed in a railway accident on the I. C. R. of Canada, at Cannan Station, on the night of the 11th of September, 1885, therefore be it

Resolved, That in the death of Bro. Dalton, the Brotherhood has lost a true member, his comrades a true friend, the railway a faithful employe, and his widowed mother a loving son.

Resolved, That we extend to his widowed mother our heartfelt sympathy in her sad bereavement, and commend her to Him who alone can heal earth's deepest sorrows.

Resolved, That as a token of respect for our deceased brother, our chart and charter be draped in mourning for the space of sixty days, and that a copy of these resolutions be presented to his mother, entered upon the minutes of the Lodge, and a copy sent to the Firemen's Magazine for publication.

Resolved, That a vote of thanks be tendered the members of the family of Bro. H. B. Maltby for the

many acts of kindness received by the members of 144 who were present at Bro. Dalton's funeral, also for their kindness in providing the hearse free of charge which conveyed our respected brother to his last resting place.

Resolved, That we tender our sincere thanks to the engineers of Division 138, B. L. E., and others who so kindly assisted us at the funeral of our esteemed brother.

O. MCCABE, } *Committee.*
JAS. THOMPSON, }
WM. BASTIN, }

Letters of Thanks.

ATCHISON, KAN., Dec. 16, 1885.

To the Brotherhood of Locomotive Firemen:

DEAR SIR: Accept my sincere thanks for the prompt payment of the insurance of \$1,500.00 on the policy of Patrick Lacy, my deceased husband.

Yours truly,

MRS. MARY LACY.

LOUISVILLE, KY., Nov. 19, 1885.

To the Officers and Members of Falls City Lodge, No. 103, B. of L. F.:

GENTLEMEN: I have this day received from I. W. Wynn, Financier, the sum of fifteen hundred dollars, due me from the Brotherhood of Locomotive Firemen, on the death of my son, T. J. Filburn, or which accept my most sincere thanks. Hoping the Brotherhood may always prosper. I remain,

Yours respectfully,

MRS. JULIA FILBURN.

JUNCTION, N. J., Dec. 14th, 1885.

C. J. Rogers, Esq.

DEAR SIR AND BROTHER:—The members of Wilson Lodge, No. 272, desire me to express to you our most hearty and sincere thanks for your deceased wife's generous gift to our Brotherhood.

Words are inadequate to convey even a remote idea of the appreciation and admiration we feel when we look upon the beautiful Bible.

By her voluntary benevolence she has placed us under a lasting debt of gratitude for this magnificent tribute and we sincerely hope that the emblems of peace and plenty with which she has embellished the altar will ever be her lot; and believe us, this priceless treasure will ever linger in our memories, and remain a loving souvenir of the fair donor.

G. B. WELLER,
Secretary.

MONTREAL, CAN., Nov. 15, 1885.

To the Members of Star of the East Lodge No. 118, B. of L. F.

GENTLEMEN AND BROTHERS: I cannot adequately express my feelings of gratitude to you for your beautiful gift. I fail to see in what way I have been deserving of such consideration at your hands. I merely performed a neighborly act—an act which it afforded me the greatest pleasure to perform, and a courtesy which No. 15 would fully expect from any of your members similarly situated. However, gentlemen and brothers, I thank you from the bottom of my heart for having conferred on me an everlasting token of your friendship and esteem. To say that I feel proud and honored is but a feeble expression to convey my feelings. You will readily understand this when you hear that this is the first time in my life that I have been thought worthy of anything more than the ordinary expression of thanks, from any body of men, so that being privileged to carry a token of the regard and esteem of such men as the members of No. 118, is to me no small honor. I shall ever wear it with pride, brothers, and there will always be a tender spot in my heart for the members of Star of the East Lodge, and I sincerely hope that my conduct and actions may always be such that you shall never have cause to regret having thus honored me. I remain, gentlemen and brothers,

Yours fraternally,

EDWARD UPTON.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge, and will contain all notices of assessments and other official notices, reports and statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this department.

JANUARY, 1886.

January Assessment Notice.

OFFICE OF THE G. S. AND T., B. OF L. F.
Nos. 13 and 14—\$2.00.

TERRE HAUTE, IND., January 2, 1886

To all Subordinate Lodges:

SIRS AND BROTHERS: You are hereby notified of the following deaths and disabilities:

101. H. H. Patton, of Lodge 258, died of Typho-Malarial Fever, September 19.
 102. David Harris, of Lodge 113, was declared totally disabled with Locomotor Ataxia, September, 24.
 103. J. B. McNett, of Lodge 80, was declared totally disabled with Loss of Eyesight, September, 25.
 104. John Phillips, of Lodge 3, was declared totally disabled with Softening of Brain, September 25.
 105. H. Bradford, of Lodge 140, was declared totally disabled with Fracture of Arm, September, 25.
 106. A. Nichols, of Lodge 157, died of Heart Disease, September 25.
 107. John Scott of Lodge 9, was killed by Railroad Accident, October 1.
 108. Edward Scott, of Lodge 117, died of Malarial Fever, October 3.
 109. S. M. Jackson, of Lodge 200, died of Typhoid Fever, October, 5.
 110. Mike Kelly, of Lodge 78, was killed by Falling from his Engine, Oct., 5.
 111. T. P. Sage, of Lodge 28, died of Dysentery, October 5.
 112. M. P. Glancy, of Lodge 31, was killed by Railroad Accident, October 8.
 113. John T. Dyar, of Lodge 54, died of Pneumonia, October 14.
 114. John Galivan, of Lodge 78, died of Consumption, October 24.
 115. J. Fitzpatrick, of Lodge 243, died of Chronic Hepatitis, October 27.
 116. Wm. Coomes, of Lodge 86, was declared totally disabled with Partial Paralysis, November 2.
- NOTE.—Claims 103, 104, and 105 were allowed by the Twelfth Annual Convention.
- The amount of Two DOLLARS is due on the above claims from all members whose names were on the rolls of membership November 2, 1885, and must be paid to your Financier on or before February 1, 1886. The Financier is required to forward the above assessment so it will reach the Grand Lodge on or before February 10, 1886. Members failing to make payment as above provided, will stand suspended from all the benefits of the Order during such arrearage, as per Section 4 of Article 5 of the Constitution.

Fraternally yours,

EUGENE V. DEBS, G. S. and T.

Black List.

W. N. HOLT.

We are authorized by Lucky Thought Lodge No. 22, to publish W. N. Holt, formerly a member of said Lodge, as a thorough going fraud and dead beat, and to caution all our members to beware of him.

J. A. TWEEDIE.

We are authorized by Eureka Lodge No. 14 to publish the following: J. A. Tweedie was expelled from Eureka Lodge No. 14, on Nov. 24th, for defrauding

brothers and violating his obligation. He deserted his wife and family and used more than \$500.00 of a trust that was placed in his keeping by a disabled member. In addition to this he defrauded the Lodge of more than \$100.00 that he collected while Magazine Agent. He left Indianapolis on October 28th. Nothing has been heard from him. All Brotherhood men are warned against him.

Reinstatements.

The following reinstatements have been reported for the month of November:

Lodge.	NAMES.	Lodge.	NAMES.
16	Harvey Brunk.	99	J. H. Erness.
24	Charles M. Long.	99	I. Brewer.
35	Richard Brown.	112	Thos. Thickett.
35	J. P. Maloney.	115	Wm. Smith.
36	John Burkhardt.	134	G. H. Russell.
47	W. H. McManaman.	146	W. McMurray.
49	James Cochran.	161	John Welch.
72	Ed Fenimore.	177	J. W. Dalton.
83	Ed Corrigan.	195	J. D. Bently.
85	Frank Tucker.	261	Fred Malvin.

Expulsions.

The following expulsion have been reported for the month of November:

Lodge.	NAMES.	Lodge.	NAMES.
2	T. Rogers.	89	D. C. Reilly.
10	J. Cramer.	91	C. Wyckhoff.
10	F. H. Fuller.	94	Eugene Lockwood.
10	F. W. Gegrubough.	97	John Hanselman.
12	G. H. Schmidt.	97	R. Suber.
14	J. A. Tweedie.*	105	E. A. Easter.
16	James Leek.	108	Wm. Kaneaster.
16	T. Shannon.	111	H. Shunk.
22	W. F. Wright.	112	J. M. Covington.
22	George Dupuy.	112	C. W. Slocomb.
20	John Gallagher.	112	F. C. Wiard.
31	Charles Ross.	112	R. W. Lindley.
35	J. P. Maloney.	118	Thomas Farrell.
41	John Rafferty.	120	W. A. McMullen.
41	John Reilly.	149	Joseph Abbott.
46	Patrick Allen.	149	L. Pennington.
46	T. D. Hogan.	149	W. R. Martin.
46	J. Rathbone.	159	Taylor Myres.
46	T. Sheehan.	161	W. C. Randall.
48	John Sullivan.	169	Chas. Gunn.
51	C. C. Bridwell.	169	G. S. Parker.
51	J. M. Branson.	174	Wm. A. Reese.
51	E. A. Chick.	174	O. K. Miller.
51	Mike Jones.	174	John H. Fleck.
51	W. B. Moore.	177	E. T. Powers.
51	S. M. McCorkle.	177	J. B. Melson.
51	F. S. Potter.	179	W. A. Doolittle.
57	F. H. Whitman.	182	R. K. Downing.
59	J. H. Donahue.	193	B. F. Austin.
59	W. W. Leeman.	193	Peter Miller.
60	Ed Cummings.	196	E. H. Barlow.
60	John Cobson.	205	F. Fredericks.
67	John Cross.	208	P. J. Langen.
71	L. Hogan.	213	B. S. Denel.
72	D. Thompson.	219	A. M. Hollinger.
73	M. E. Cobb.	228	J. O. Kreidler.
74	Alf Jay.	230	W. J. Bucher.
74	W. A. Morris.	232	A. Booth.
74	M. Leonard.	232	H. D. Mapes.
75	W. S. Glass.	232	W. N. Holt.†
78	James E. Pierson.	232	F. Townsend.‡
82	H. Clark.	241	Ed C. Durham.
85	Thos. Ready.	245	J. S. Tucker.
86	N. Z. Woods.	246	R. H. Finney.
86	C. Carmer.	262	M. Kincaid.
86	A. White.	277	James Hahn.
89	A. F. Harris.	277	J. A. Hahn.

All not marked, for non-payment.

* Embezzlement.

† Defrauding Lodge.

‡ Contempt of Lodge.

Beneficiary Statement.

OFFICE OF THE G. S. AND T., B. OF L. F.

TERRE HAUTE, IND., December 1, 1885.

To Subordinate Lodges:

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending November 30, 1885:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 9.	Assessm'ts 10 and 11.	TOTAL.
1	83	856		\$59 00
2	10	23		33 00
3	62	129		191 00
4	11	59		70 00
5	52	64	\$120	236 00
6	17	17		34 00
7	5	26		31 00
8	47	27		74 00
9	21	69		90 00
10	31	44		75 00
11	14	119		133 00
12	23	237		260 00
13	97			97 00
14	42	120		162 00
15	5	55	114	174 00
16	32	128		158 00
17	10	40		50 00
18	37			37 00
19	9	33		42 00
20	13	11		24 00
21	5	23		28 00
22	19	19		38 00
23	24	43		65 00
24	22	43		65 00
25	30	41		71 00
26	22	67		89 00
27	37	60		97 00
28	18	68		86 00
29	3	45		48 00
30	22	31		53 00
31	54	60		114 00
32	8	30		38 00
33	1	47		48 00
34	11	19	104	104 00
35	15	55		70 00
36	14	70		84 00
37	1	76	126	127 00
38	33			33 00
39	68			68 00
40	72			72 00
41	34	59		93 00
42	38	32		70 00
43	19	68		87 00
44	39	28		67 00
45	9	128		137 00
46	20	38		58 00
47	18	99		117 00
48	38	46		84 00
49	15	68		83 00
50	3	32		35 00
51	17	14		31 00
52	95	162		257 00
53	21			21 00
54	96			96 00
55	17	87		104 00
56	101	49		150 00
57	14	46		60 00
58	23	17		40 00
59	5	55		60 00
60	27	54		81 00
61	18	71		89 00
62	68	20		88 00
63	15	25		40 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 9.	Assessm'ts 10 and 11.	TOTAL.
141		\$80	\$160	\$240 00
142	\$79	47		126 00
143	34	18		52 00
144	6	27		33 00
145	32	32		64 00
146	31	23		54 00
147	10	16		26 00
148	5	13		18 00
149	41	113		154 00
150	1	50		56 00
151	5	49		54 00
152	9	15		24 00
153	37			37 00
154	3	28		31 00
155	16			16 00
156	18	29		47 00
157	10	30		40 00
158	20	44		64 00
159	21	27		48 00
160	16	40		56 00
161	14	45		59 00
162	102			102 00
163	1	7		12 00
164	41			41 00
165	13	25		38 00
166	2			2 00
167	2	31		33 00
168	37			37 00
169	22	75		97 00
170	28	14		42 00
171	10			10 00
172	56			56 00
173	1	23		24 00
174	14	73		88 00
175	17			17 00
176	37			37 00
177	37	26		63 00
178	21	50		71 00
179	6	60		66 00
180	8	5		13 00
181	20			20 00
182				20 00
183	34			34 00
184	12	24		36 00
185	52	16		68 00
186	25	21		46 00
187	13			13 00
188				268 00
189	22			22 00
190	16			16 00
191	29	3		32 00
192	5	16		21 00
193	1	17		18 00
194	3	37		40 00
195	10	25		35 00
196	22			22 00
197	27			27 00
198	17	10		27 00
199	24	24		48 00
200	12	17		29 00
201	26			26 00
202	45			45 00
203	10	31		41 00
204	21	6		27 00
205	25	38		63 00
206	11			11 00
207	39			39 00
208	25			25 00
209	2	16		18 00
210	2	28		30 00
211	12	44		56 00
212	2	30		32 00
213	2	6		8 00
214	23	22		45 00
215	42			42 00
216	21	51		72 00
217	30	7		37 00
218				238 00
219	2	41		43 00
220	4	26		30 00

Beneficiary Statement.—Continued.

Balance on hand November 1	\$1,287 50
Received during month	14,986 00
Total	\$16,273 50
By claims 77, 78, 79, 80, 81, 82, 83 and 84	12,000 00
Balance on hand December 1	\$7,273 50
Respectfully submitted,	

EUGENE V. DEBS, G. S. and T.

Special Notices.

OFFICE OF THE GRAND LODGE, B. OF L. F.
TERRE HAUTE, IND., January 2, 1888.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS—A package containing General Circulars Nos. 2 and 3, and other matter of importance has been mailed to each Lodge.

The quarterly report of the Grand Secretary and Treasurer for the quarter ending November, 30, has been forwarded.

All Lodges are requested to notify us at once of the name and location of the hall in which they meet. This is for publication in the Magazine in connection with the Lodge addresses.

Each officer is requested to examine his address in the Magazine and see that it is correct. The P. O. box number or street and house number should be given accurately to insure the safe delivery of the mails. *This is imperative.*

Full sets of Magazines for 1877, 1878, 1879, 1880, 1881 and 1882, are desired by the Grand Lodge. Any member having these sets and wishing to dispose of them, will please correspond with the Grand Secretary.

UNION MEETING.

The first of a series of Union meetings authorized by our late Convention, will be held in New York City on Sunday, February 21st, under the auspices of Just in Time Lodge No. 149. Further particulars will be given hereafter. The Grand Officers will address the meeting, and as matters of vital importance will be presented, a full attendance is earnestly requested. All members of the Order are cordially invited to attend. Fraternally yours,

FRANK P. SARGENT, EUGENE V. DEBS,
G. M. G. S. and T.

Notice to Absent Members.

E. B. DEWS.

E. B. Dews, of Standard Lodge, No. 158, will please correspond with the Financier of his Lodge at once.

ORVILLE MILLER.

Orville Miller, of Elkhorn Lodge, No. 28, will please correspond with the Financier of his Lodge.

H. P. BOWMAN.

H. P. Bowman, of Loyal Lodge, No. 207, will please correspond with the Financier of his Lodge at once.

MEMBERS OF 191.

M. L. Clancy, J. J. Hurley and Robt. Reynolds, of Custer Lodge, No. 191, are requested to correspond with the Financier of their Lodge at once.

R. FINDLAY.

Anyone knowing the whereabouts of Bro. R. Findlay, of No. 119, will please advise G. Findlay, Hadlow, South Quebec. The last heard from him he was at Aspinwall, employed as engineer on the Panama Railroad.

Grand Lodge.

F. P. Sargent Grand Master
Terre Haute, Indiana.
J. J. Hannahan Vice Grand Master
Box 655, Englewood, Ill.
E. V. Debs Grand Secretary and Treasurer
Terre Haute, Indiana.
J. J. Hannahan Grand Organizer and Instructor
Box 655, Englewood, Ill.

TRUSTEES

W. F. Hynes Denver, Col.
C. A. Cripps Vincennes, Ind.
A. H. Tucker Mason City, Iowa

EXECUTIVE COMMITTEE.

H. Walton Chairman Philadelphia, Pa.
W. E. Burns, Secretary Chicago, Ill.
F. W. Dyer St. Paul, Minn.
C. A. Wilson Jersey City, N. J.
Sid. Vaughan Toronto, Ont.

Subordinate Lodges.

- 1. DEER PARK; Port Jervis, N. Y.**
Meets every Sunday at 2 P. M.
C. E. Barkman, Box 26 Master
J. E. Cook, Box 215 Secretary
A. McAllister, Box 1024 Financier
- 2. HAND IN HAND; Providence, R. I.**
Meets 2d Monday and 4th Tuesdays.
W. A. Aldrich, Woonsocket, R. I. Master
C. E. Harmon, E. Providence, R. I. Secretary
T. B. Wardwell, 28 Common St Financier
- 3. ADOPTED DAUGHTER; Jersey City, N. J.**
Meets 2d and 4th Sundays.
E. P. Hutton, 214 York St. Master
H. F. Freeman, 74 Erie St. Secretary
G. Auchter, 167 Fourth St. Financier
- 4. GREAT EASTERN; Portland, Maine.**
Meets 1st and 3d Sundays at 1 P. M.
F. A. Huff, 49 Hanover St Master
L. P. Bailey, 26 May St Secretary
W. O. Small, 12 Brown street Financier
- 5. CHARITY; St. Thomas, Ontario.**
Meets every Tuesday.
D. T. O'Shea, Box 784 Master
J. H. Holman, Box 784 Secretary
T. L. Hoyt, Box 784 Financier
- 6. PRIDE OF THE WEST; Desoto, Mo.**
Meets 1st and 3d Mondays at 1 P. M.
J. Tully Master
G. Cheney Secretary
G. Barrett, Box 294 Financier
- 7. POTOMAC; Washington, D. C.**
Meets 2d and 4th Sundays of each month.
E. Kemp, Alexandria, Va Master
H. A. Wilvert, 807 Sixth st. S. W. Secretary
P. P. Luddy, 426 4½ St., S. W. Financier
- 8. RED RIVER; Denison City, Texas.**
Meets every Saturdays at 8 P. M.
C. Cain Master
S. M. Babb Secretary
A. T. Eckstrom Financier
- 9. FRANKLIN; Columbus, Ohio.**
Meets 1st Monday and 3d Tuesday at 7:30 P. M.
W. J. Evans Master
C. H. Mason, 116 Vine St. Secretary
J. D. Coffey, C., St. L. & P. Shops Financier
- 10. FOREST CITY; Cleveland, Ohio.**
Meets alternate Sundays at 2 P. M.
J. Saunders, 58 Merchants' Ave Master
T. P. Smith, 31 Jessie St Secretary
A. H. Buse, 63 Brayton St S S Financier
- 11. EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays at 2 P. M.
N. Strouse, 547 Fayette St. Master
C. W. Vannatta Secretary
J. W. Sinclair, L. Box 96 Financier
- 12. BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M.
F. H. Coe, 4 Hickory St. Master
Wm. J. Bruman, 395 Swan St. Secretary
A. L. Jacobs, 543 S. Division St Financier
- 13. WASHINGTON; Jersey City, N. J.**
Meets every Sunday at 10:30 A. M.
E. J. Dwyer, 4 Florence Place Master
F. R. Degroff, 260 Communipaw
avenue Secretary
C. A. Wilson, 147 Pacific Ave Financier

14. **EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M.
W. Lindeman, I. B. & W. shops . . . Master
J. Zahm, 193 Bates St . . . Secretary
Wm. Hugo, 79 N. Noble St . . . Financier
15. **ST. LAWRENCE; Montreal, Canada.**
Meets alternate Sundays at 2:30 P. M.
T. Clark, 19 Conde St . . . Master
E. Upton, 7 Burgeois St . . . Secretary
T. A. Dickson, 72 Mullin St . . . Financier
16. **VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
O. E. Raidy, 316 N. 11th St . . . Master
J. F. O'Reilly, 617 N. 5th St . . . Secretary
C. Bennett, 1020 Chestnut St . . . Financier
17. **OLD POST; Vincennes, Ind.**
Meets every Sunday at 2 P. M.
C. Appel, O. & M. Shops . . . Master
D. W. Moses, O. & M. Shops . . . Secretary
C. A. Cripps . . . Financier
18. **WEST END; Slater, Mo.**
Meets every Saturday at 7:30 P. M.
D. Smart . . . Master
W. H. Storms . . . Secretary
S. Washburn, Box 131 . . . Financier
19. **TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:30 P. M.
A. Pollock, Box 8 . . . Master
W. J. Patten, Box 8 . . . Secretary
H. M. Johnson, Box 8 . . . Financier
20. **STUART; Stuart, Iowa.**
Meets every Tuesday at 7:15 P. M.
W. Zerwick, Box 252 . . . Master
G. C. Wells, Box 117 . . . Secretary
G. C. Wells, Box 117 . . . Financier
21. **INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Sundays.
L. Ladenburger, 800 Geyer Ave . . . Master
F. Obenhouse, Station B. South
St. Louis . . . Secretary
P. Glenn, 1726 So 12th st . . . Financier
22. **CENTRAL; Urbana, Ill.**
Meets 2d and 4th Sundays.
R. C. Burns, Box 78 . . . Master
L. Sullivan . . . Secretary
W. Rundel, Box 345 . . . Financier
23. **PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Sundays.
J. Conlin . . . Master
G. Watts . . . Secretary
G. Spurlock . . . Financier
24. **GREAT WESTERN; Parsons, Kansas.**
Meets every Wednesday at 2 P. M.
A. McDonald . . . Master
C. T. Peffer . . . Secretary
L. D. Harrington, Box 338 . . . Financier
25. **CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays.
W. H. Fuller, L. Box 814 . . . Master
O. Dougherty . . . Secretary
T. W. Smith, Box 686 . . . Financier
26. **ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays at 7:30 P. M. and
4th Sundays at 2 P. M.
C. H. Williams, Jr., Box 954 . . . Master
J. W. Spencer, Box 1371 . . . Secretary
S. W. Dixon, Box 1236 . . . Financier
27. **HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d and 4th Sundays.
W. C. Byers . . . Master
L. S. Getts . . . Secretary
W. R. Graves, 399 2d St., West . . . Financier
28. **ELKHORN; North Platte, Neb.**
G. M. Barnes . . . Master
H. B. Maxwell . . . Secretary
W. Thompson . . . Financier
29. **CERRO GORDO; Mason City, Iowa.**
Meets 1st and 3d Tuesdays at 7 P. M.
P. A. Loveland . . . Master
J. Fulton . . . Secretary
A. H. Tucker . . . Financier
30. **CEDAR VALLEY; Waterloo, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
H. F. Gates . . . Master
H. Conoughy . . . Secretary
R. A. Corson, Box 406 . . . Financier
31. **R. B. CENTRE; Atchison, Kansas.**
Meets 1st and 3d Sundays and 2d and 4th Mondays
J. A. Sweeney, 705 S. Sixth St . . . Master
A. W. Abrant, 917 Commercial St . . . Secretary
W. Jacobia, 1515 Utah Ave . . . Financier
32. **BORDER; Ellis, Kansas.**
Meets 1st and 3d Sundays at 2 P. M.
J. Hardesty, Box 234 . . . Master
T. McMahon, Box 230 . . . Secretary
G. M. McClure, Box 205 . . . Financier
33. **SUCCESS; Trenton, Mo.**
Meets 1st and 3d Mondays.
D. Rice . . . Master
D. Cheshier . . . Secretary
D. Cheshier . . . Financier
34. **CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. Keith . . . Master
F. A. Kinch, Box 381 . . . Secretary
W. L. Smith, Box 1312 . . . Financier
35. **AMBOY; Amboy, Ill.**
Meets 1st and 3d Sundays at 3 P. M.
W. A. Gascoigne . . . Master
J. F. Maloney, Box 389 . . . Secretary
G. W. Bainter, Box 498 . . . Financier
36. **TIPPECANOE; Lafayette, Ind.**
Meets every Sunday at 2 P. M.
J. D. Wright, 49 Romic St . . . Master
J. E. Crusier, 137 N. 8th St . . . Secretary
W. H. Wolloughby, 29 N. 3d St . . . Financier
37. **NEW HOPE; Centralia, Ill.**
Meets 1st and 3d Sundays at 2 P. M., in Engineer's
Hall, Broadway, bet. Chestnut and Walnut.
J. M. Shepherd, Box 554 . . . Master
C. A. Posten . . . Secretary
R. E. Shepherd . . . Financier
38. **AVON; Stratford, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
E. A. Ball, Box 318 . . . Master
J. Cooper, Box 318 . . . Secretary
G. Nursey, Box 318 . . . Financier
39. **TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M.
W. T. Clark, Box 874 . . . Master
G. J. M. Colburn, Box 113 . . . Secretary
G. J. M. Colburn, Box 113 . . . Financier
40. **BLOOMING; Bloomington, Ill.**
Meets every Tuesday evening.
E. Browning, 714½ W. Washington St . . . Master
J. Augersbach, 703 Graham St . . . Secretary
W. Cavenaugh, 902 N. Lee St . . . Financier
41. **ONWARD; Dickinson, Dakota.**
Meets every Sunday at 7:30 P. M.
J. Taylor, Box 233, Mandan, Dak . . . Master
W. F. Cunningham . . . Secretary
A. C. Wirtz . . . Financier
42. **ELMO; Madison, Wis.**
Meets 2d and 4th Sundays.
M. O'Loughlin, 607 W. Dayton St . . . Master
J. L. Cashen, 402 W. Wilson St . . . Secretary
W. D. Scampton . . . Financier
43. **ST. JOSEPH; St. Joseph, Mo.**
Meets 2d and 4th Sundays at 2:30 P. M.
J. E. Shortell, 705 So. 10th St . . . Master
J. Widner, 2314 S. 6th St . . . Secretary
J. Hyndman, 2216 S. 6th St . . . Financier
44. **F. W. ARNOLD; East St. Louis, Ill.**
Meets every alternate Tuesday.
J. T. Sullivan, Box 116 . . . Master
M. J. Cunningham, Box 112 . . . Secretary
J. Bisson . . . Financier

- 45. ROSE CITY; Little Rock, Ark.**
Meets every Monday at 7:30 P. M.
W. N. Horton, 1704 W. 3d St. Master
H. H. Burrus, 1223 W. 4th St. Secretary
T. A. Howell, 310 So Cross St. Financier
- 46. CAPITAL; Springfield, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
M. Hogan, 222 N. 5th St. Master
C. J. Culom, S. 11th St. Secretary
J. Summerville, 1417 E. Munro St. Financier
- 47. TRIUMPHANT; Chicago, Ill.**
Meets 1st Sunday at 2 P. M. and 3d Saturday at 7:30 P. M.
W. H. Giff, 283 Maxwell Ave. Master
H. Schilling, 3247 Dearborn St. Secretary
E. J. McGuirk, 3 E Washington St. Financier
- 48. W. F. HYNES; Peoria, Ill.**
Meets 1st and Sunday at 2 P. M.
R. Wambacher, 823 W. Wash St. Master
W. A. McMillan, 504 W. Jefferson Street, Secretary
G. C. Watt, 617 1st St. Financier
- 49. J. M. RAYMOND; Decatur, Ill.**
Meets 2d and 4th Sundays at 3 P. M.
H. F. Davis, 320 Durfee St. Master
L. Litterer, 410 Mason St. Secretary
L. Miesse, 1021 E. Eldorado St. Financier
- 50. GARDEN CITY; Chicago, Ill.**
Meets 1st and 3d Saturdays at 7:30 P. M.
J. E. Davis, 163 E. Harrison St. Master
C. C. Wright, Auburn Junction, Ill. Secretary
A. S. McAllister, 4804 S. Dearborn St. Financier
- 51. FRISCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays at 7:30 P. M.
G. W. Salsman Master
E. Rush Secretary
J. Hulse Financier
- 52. GOOD WILL; Logansport, Ind.**
Meets every Sunday at 2 P. M.
S. W. Shaver Master
W. H. Green, L. Box 626 Secretary
E. H. Laing, L. Box 626 Financier
- 53. EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays at 2:30 P. M.
J. B. McNeill, Box 1210 Master
J. Gallagher, Box 1172 Secretary
H. Wiebrecht, Box 737 Financier
- 54. ANCHOR; Moberly, Mo.**
Meets every Tuesday at 7:30 P. M.
W. P. Carlisle, Box 302 Master
L. W. Cass Secretary
R. A. Blades, L. Box 1474 Financier
- 55. BLUFF CITY; Memphis, Tenn.**
Meets 1st and 3d Sundays.
T. Fox, L. & N. Shops Master
M. J. Cody, L. & N. Shops Secretary
W. A. Asley, L. & N. Shops Financier
- 56. BANNER; Stansberry, Mo.**
Meets every Thursday at 2 P. M.
P. McDermott Master
M. E. O'Connor, Box 6 Secretary
W. B. Genung Financier
- 57. BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays at 10 A. M.
A. W. Spurr, 76 Hammond street. Master
E. E. Roundy, 26 Chapman St., Charles-
town, Mass. Secretary
J. C. Edwards, 19 Russell St., Bunker Hill
District, Boston, Mass. Financier
- 58. SACRAMENTO; Rocklin, Cal.**
Meets every Sunday at 2 P. M.
L. G. Jeardeau Master
J. P. Clark Secretary
G. W. Culver Financier
- 59. ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday night.
M. Zumburum Master
H. L. Foster Secretary
W. Henthorn Financier
- 60. UNITED; Philadelphia, Pa.**
Meets alternate Sundays at 9:30 A. M.
J. Maxheimer Master
J. A. Minges, 1714 W. Front St. Secretary
J. Shepherd, 2510 Alder St. Financier
- 61. MINNEHANA; St. Paul, Minn.**
Meets 2d and 4th Sundays at 3 P. M.
L. Sharpless, Jr., 682 Armstrong st. Master
A. Danielson Secretary
F. E. LeClaire, 198 Granite St. Financier
- 62. VANBERGEN; Carbondale, Pa.**
Meets 2d and 4th Sundays at 3 P. M.
A. W. Bayley Master
T. McCauley Secretary
O. E. Histed, L. Box 733 Financier
- 63. HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday.
W. Pickering, Box 765 Master
P. J. McGuire, Box 772 Secretary
J. Wakeley, Box 772 Financier
- 64. SIOUX; Sioux City, Iowa.**
G. Martin Master
W. E. Shipman, Box 384 Secretary
L. B. Cutting, Box 127, St. James, Minn. Financier
- 65. FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 348 Master
J. Taylor, Box 82 Secretary
L. A. Bullard Financier
- 66. CHALLENGE; Belleville, Ontario.**
Meets 2d and 4th Sundays at 2:30 P. M.
J. Muir, G. T. Ry Master
C. Spry, G. T. Ry Secretary
J. Logue, G. T. Ry Financier
- 67. DOMINION; Toronto, Canada.**
Meets 1st and 3d Sundays at 2:30 P. M.
R. Reid, 31 Leonard ave Master
W. C. Farrance, 68 Dennison ave Secretary
J. Pratt, 73 Huron St. Financier
- 68. EAU CLAIRE; Eau Claire, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
M. E. Cuddy, Altoona, Wis. Master
J. B. Hurley, Box 141, Altoona, Wis. Secretary
H. E. Edgell, Box 51 Altoona, Wis. Financier
- 69. ISLAND CITY; Brockville, Ontario.**
Meets alternate Sundays at 2:30 P. M.
T. Shields, Box 248 Master
W. H. Parsley Secretary
T. Shields, Box 248 Financier
- 70. LONE STAR; Longview, Texas.**
J. P. Wesley, L. Box 384 Master
I. H. Stout, L. Box 349 Secretary
O. P. Cuberly, L. Box 411 Financier
- 71. SUSQUEHANNA; Oneonta, N. Y.**
C. C. Bunker, Box 672 Master
J. E. Ryan, Box 637 Secretary
P. Stillwell, Box 656 Financier
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays at 2 P. M.
W. Rule, 14 Hudson St. Master
Wm. Laird, 439 Mickle St. Secretary
J. Gibbs, 24 Hudson St. Financier
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 1 P. M.
L. C. Wilson, 79 Harrison St. Master
G. T. Craft, 7 Salem St. Secretary
G. F. Newton, 6 Riley St. Financier
- 74. KANSAS CITY; Kansas City, Mo.**
Meets alternate Mondays at 7:30 P. M.
G. W. Zang, 1858 Mercer Place Master
W. Piercey, 1351 Liberty St., W. Kansas
City Mo. Secretary
M. Hurley, 1490 Wyoming St. Financier
- 75. ENTERPRISE; Philadelphia, Pa.**
Meets alternate Sundays at 1 P. M.
A. S. Groff, 128 N 32d St. Master
H. Walton, 4080 Spring Garden St. Secretary
F. Dupell, 743 N. 37th St. Financier

- 76. NEW ERA; Barnesville, Minn.**
Meets 2d and 4th Sundays at 2 P. M.
E. F. Burke Master
F. A. Catlin Secretary
F. A. Catlin Financier
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M., in B. of L. F. Hall, 375 Larimer st.
H. Salmon, Box 1828 Master
W. F. Brundage, 292½ Larimer St Secretary
W. F. Hynes, 379 11th St Financier
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets 1st and 3d Saturdays at 7:30 P. M.
B. D. Rucker, Box 701 Master
D. Ritchie, Box 701 Secretary
W. Holcroft, 514 Summit St Financier
- 79. J. M. DODGE; Roodhouse, Ill.**
Meets 2d and 4th Sundays and 1st and 3d Mondays.
R. Carroll Master
W. E. S. Gibson, Box 1134 Secretary
J. Hyndman Financier
- 80. SELF HELP; Aurora, Ill.**
Meets 2d and 4th Sundays at 3 P. M.
S. E. Tucker Master
W. B. Miller Secretary
G. Goding, Box 252 Financier
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M.
W. Lincoln, Box 752 Master
W. J. Bain, Box 1856 Secretary
W. F. Ripson, Box 1827 Financier
- 82. NORTHWESTERN; Minneapolis, Minn.**
Meets 1st Saturday at 7:30 P. M. and 3d Sunday at 2 P. M.
F. X. Holl, 207 13th Ave. So Master
C. D. Stevens, 20 Royalston Ave Secretary
W. E. Richmond, 820 N. Girard Ave Financier
- 83. TRINITY; Fort Worth, Texas.**
Meets every Friday at 8 P. M.
J. G. Nash Master
I. M. Dean, L. Box 406 Secretary
R. L. Craig, L. Box 406 Financier
- 84. CALHOUN; Battle Creek, Mich.**
Meets 1st Monday and 2d and 4th Sundays at 2:30 P. M.
W. Buckley Master
D. Coughlin Secretary
T. W. Taylor, Box 1800 Financier
- 85. FARGO; Fargo, Dakota.**
Meets 2d and 4th Sundays at 2 P. M.
J. T. Kellum, Box 553 Master
R. Roggeveen, L. Box 1026 Secretary
A. Bassett, Box 1796 Financier
- 86. BLACK HILLS; Laramie City, Wyoming.**
Meets every Sunday at 2 P. M.
W. Rich Master
J. Costin, Box 165 Secretary
W. Konold Financier
- 87. SUMMIT; Rawlins, Wyoming.**
T. F. Croake Master
J. A. Measures Secretary
G. Jordan Financier
- 88. MORNING STAR; Evanston, Wyoming.**
Meets every Sunday at 2:30 P. M.
A. Payne, Box 109 Master
J. F. Kelleher Secretary
Harry Henn Financier
- 89. SILVER STATE; Carlin, Nevada.**
Meets every Tuesday at 7 P. M.
W. R. Capell Master
Wm. TenEyck Secretary
F. Rondebush Financier
- 90. SAN DIEGO; National City, Cal.**
Meets 2d and 4th Sundays at 7:15 P. M.
R. V. Dodge, Box 317, San Diego Master
J. M. Dodge, Box 317, San Diego Secretary
R. V. Dodge, Box 317 Financier
- 91. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 7 P. M. and 3d Sunday at 11 A. M.
J. Hewitt, S. P. R. R. Shops Master
W. G. Bradshaw, 2951 16th St Secretary
W. G. Bradshaw, 2951 16th St Financier
- 92. FRONTIER CITY; Oswego, N. Y.**
Meets 2d and 4th Sundays at 2 P. M.
T. Lee, 109 West Albany St Master
G. E. McCathron, 224 W. 6th St Secretary
S. C. Forsyth, 186 W. Utica St Financier
- 93. GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
H. Schwartz, 1013 Bank St Master
M. L. Eversoll, 1213 Bank St Secretary
J. H. Carter, 620 S. Main St Financier
- 94. CACTUS; Tucson, Arizona.**
Meets 1st and 3d Tuesdays at 7 P. M.
J. C. Stout, Box 218 Master
A. W. McQueen, Box 218 Secretary
C. W. Wilcox, Box 218 Financier
- 95. CHICAGO; Chicago, Ill.**
Meets 1st Tuesday and 3d Friday at 7:30 P. M. and last Sunday at 9:30 A. M.
J. H. Warn, Ravenswood, Ill. Master
C. Gleason, 266 W. Lake St Secretary
C. A. Miller, 643 N. Robey St Financier
- 96. ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays.
G. Liebstag, Box 695 Master
D. W. Davidson, Box 695 Secretary
J. Quinn, Box 239 Financier
- 97. ORANGE GROVE; Los Angeles, Cal.**
Meets the 1st, 10th and 20th at 2 P. M.
H. C. Hall, Box 72 Master
W. P. Styles, Box 72 Secretary
F. C. Bishop, Box 72 Financier
- 98. PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday.
R. W. Shields Master
E. J. Turner Secretary
A. Ludlam, Wells, Nev. Financier
- 99. ROCHESTER; Rochester, N. Y.**
Meets 2d and 4th Wednesdays at 8 P. M.
J. W. Milliman, 6 Hubbell Park Master
D. C. Frost, 495 E. Main St Secretary
G. N. Kingsley, 88 Channing St Financier
- 100. ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
W. Allsop Master
J. H. Fenwick Secretary
J. H. Fenwick Financier
- 101. ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Engineer's Hall.
M. Degnan, Box 404 Master
F. A. Neely Box 476 Secretary
J. F. Bryan, L. Box 319 Financier
- 102. CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M.
J. W. Combs Master
C. M. Krull, C. R. I. & P. Engine House Secretary
F. Warrick, C. R. I. & P. Engine House Financier
- 103. FALLS CITY; Louisville, Ky.**
Meets every Thursday at 2 P. M.
C. Carroll, 1207 Churchill St Master
T. Filburn Secretary
J. W. Wynn, 717 12th St Financier
- 104. "OLD KENTUCKY;" Ludlow, Ky.**
Meets 1st Saturday and 3d Monday.
J. Connelly, L. Box 13 Master
J. D. Smith Secretary
C. Smith Financier
- 105. PROGRESS; Galesburg, Ill.**
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M.
S. D. Lowe, 826 So. Seminary St Master
C. G. Nelson, 522 N. Seminary St Secretary
J. L. Weeks, 513 E. Berrian St Financier
- 106. KEY CITY; Dubuque, Iowa.**
Meets 2d and 4th Sundays at 7:15 P. M.
D. Schaffner, 1974 Jackson St Master
G. B. Uncapher, C. M. St. P. shops Secretary
J. P. Sandry, 142 High St Financier

107. **ECLIPSE; Gallon, Ohio.**
Meets every Thursday at 7:30 P. M.
C. H. Ness Master
J. H. Cronin, Box 41 Secretary
C. Gollady Financier
108. **PIONEER; Chama, New Mexico.**
Meets every Wednesday at 7:30 P. M.
W. Davis Master
W. Gordon, Box 20 Secretary
H. Berndt Financier
109. **PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays at 7:30 P. M.
L. Fisher, 214 S. Beaumont St Master
G. A. Pendleton, 710 S. Broadway Secretary
J. L. Pate, 2908 Rutger St Financier
110. **OLD GUARD; Bucyrus, Ohio.**
Meets 2d and 4th Sundays at 2 P. M.
J. R. Gordon, L. Box 235 Master
A. J. Craft Secretary
E. Stauffer Financier
111. **BEACON; Mattoon, Ill.**
Meets 1st and 3d Tuesdays at 7:30 P. M.
R. W. O'Brien Master
M. Heffron Secretary
T. Tiernan, Box 365 Financier
112. **EVENING STAR; Mt. Vernon, Ill.**
Meets 1st and 3d Sundays at 7:30 P. M.
S. R. Wild Master
J. C. Branham Secretary
J. C. Branham Financier
113. **CLARK-KIMBALL; Eagle Rock, Idaho.**
Meets every Sunday at 2 P. M.
G. L. Oram, Box 13 Master
John Gorman Secretary
T. Moore, Box 13 Financier
114. **MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M.
H. Gutch Master
A. Heenan, Box 85 Secretary
R. N. Wind, Box 354 Financier
115. **GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays.
H. L. Briggs, 564 E. Church St Master
J. Killean, Post Office St, between 36th
and 37th St Secretary
C. Potthoff, Cor. 32d and West Ave. S. Financier
116. **ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays.
M. D. Anderson Master
J. L. Gray Secretary
O. Blodgett Financier
117. **BEAVER; London, Ontario.**
Meets 2d Sunday at 2:30 P. M. and 4th Wednesday
at 7:30 P. M.
G. Angles, 385 Grey St Master
R. Lister, 140 Colborne St Secretary
S. T. Fletcher, 221 Maitland St Financier
118. **STAR OF THE EAST; Richmond, Quebec.**
Meets first two Wednesdays at 8 P. M. and the last
two Saturdays at 3 P. M.
J. Kelly, Richmond Station Master
G. A. Pearson, Richmond Station Secretary
J. Damant, Richmond Station Financier
119. **COLONIAL; River du Loup, Quebec.**
Meets every Wednesday at 8 P. M.
G. Pindlay, Hadlow Cove, S. Quebec Master
L. D. Poulin, I. C. Ry. Station Secretary
W. Carmichael, I. C. Ry. Station Financier
120. **FORTUNE; Syracuse, N. Y.**
Meets every Tuesday at 7:30 P. M.
S. Mangan, 210 Otisco St Master
S. W. Walkins, Jr., 1½ Welch Block,
Fabins St Secretary
L. G. Rousen, 56½ Gertrude St Financier
121. **FELLOWSHIP; Corning, N. Y.**
Meets 1st and 3d Sundays at 3 P. M.
J. B. Orcutt Master
F. E. Hamner Secretary
G. R. Quick, L. Box 232 Financier
122. **H. B. STONE; Beardstown, Ill.**
Meets every Tuesday at 7:30 P. M., in Engineer's
Hall, Main st.
D. A. Sherman, Box 148 Master
H. Henson, Box 397 Secretary
W. W. Seeley, Box 198 Financier
123. **OVERLAND; Omaha, Neb.**
Meets 1st, 2d and 4th Wednesday evenings and 3d
Sunday afternoons at 1 P. M.
T. Anderson, U. P. round house Master
E. E. Fair, 1117 Pacific St Secretary
James B. Fair, 912 So 12th St Financier
124. **PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays.
H. Draper Master
B. H. Giles Secretary
G. Gregg Financier
125. **GUIDE; Marshalltown, Iowa.**
Meets 2d and 4th Sundays at 1:30 P. M.
J. M. Speers Master
F. W. Snyder Secretary
M. Kelleher Financier
126. **COMET; Austin, Minn.**
Meets 2d and 4th Sundays at 3 P. M.
P. F. McNamara Master
P. A. Fairbanks Secretary
A. E. Kearney Financier
127. **NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets 1st Wednesday and 3d Sunday.
J. F. Marshall, C. P. R. R. shops Master
S. Partington, 138 Logan St Secretary
J. G. Jonah, 228 McWilliams St Financier
128. **LANDMARK; Glendive, Montana.**
Meets 1st and 3d Sundays at 2 P. M.
J. W. Clayton, Box 24 Master
T. J. Pollard, Box 55 Secretary
W. Jones, Box 53 Financier
129. **MINERAL KING; Escanaba, Mich.**
Meets 2d and 4th Sundays at 2 P. M.
G. W. Sliminson, Box 420 Master
M. Shields Secretary
R. E. Gorham, Box 422 Financier
130. **GUIDING STAR; Milwaukee, Wis.**
Meets 1st Wednesday and 2d and 4th Sundays.
A. Knapp, 434 Barclay St Master
G. Tripp, 358 Jackson St Secretary
J. F. Duggan, 53 5th St Financier
131. **GOLDEN RULE; Stevens Point, Wis.**
Meets 2d and 4th Sundays at 2:30 P. M. and 1st and
3d Fridays at 7 P. M.
M. J. Moore Master
W. S. Collins Secretary
W. S. Collins Financier
132. **MARVIN HUGHITT; Eagle Grove, Iowa.**
Meets and 3d Sundays at 2:30 P. M.
J. J. Canfield, Box 90 Master
J. Bowes, Box 20 Secretary
C. A. Bates Financier
133. **SPRAGUE; Sprague, Washington Ty.**
Meets the 1st and 3d Sundays at 2 P. M. and 2d and
4th Sundays at 7 P. M.
J. Miller Master
M. E. Montgomery Secretary
C. H. Morgan Financier
134. **EASTMAN; Farnham, Quebec.**
Meets 2d Sunday and 4th Saturday.
L. Robinson, Farnham, Quebec Master
E. W. Gibson, Sutton Junc., Que Secretary
J. F. Simmons Financier
135. **NEW YEAR; El Paso, Texas.**
Meets every Tuesday at 7 P. M.
W. Cowan, Box 184 Master
N. H. Luff, Box 184 Secretary
J. M. Barton, Box 184 Financier
136. **J. SCOTT; Port Hope, Ontario.**
Meets 1st and 3d Saturdays at 8 P. M.
T. A. Pratt, Box 173 Master
J. McMahon, Box 173 Secretary
R. M. Johnson, Box 273 Financier
137. **PROTECTION, Eldon, Iowa.**
Meets 2d and 4th Mondays.
W. T. Brown Master
J. Hull Secretary
L. C. Allen Financier
138. **UNION; Freeport, Ill.**
Meets 2d and 4th Sundays at 2:30 P. M.
J. Flack, Box 1301 Master
S. Shaughnessy, Box 1489 Secretary
H. Stow, Box 1287 Financier

- 139. MT. WHITNEY; Tulare, Cal.**
Meets every Sunday at 2 P. M.
F. A. Murray Master
J. J. Norton Secretary
W. M. Cole, L. Box 242 Financier
- 140. MOUNT OURAY; Salida, Colo.**
Meets every Monday at 7:30 P. M., in Masonic Hall.
H. N. Lowry, Box 176 Master
J. L. West, Box 39 Secretary
J. P. Sappington, L. Box 599 Financier
- 141. A. G. PORTER; Fort Wayne, Ind.**
Meets every Wednesday at 7:30 P. M.
J. C. Short, 5 Pearl St. Master
A. J. Kohler, 34 Allen St. Secretary
W. R. Frederick, 415 Lafayette St. Financier
- 142. C. R. WHIPPLE; Toledo, Ohio.**
Meets 1st and 3d Sundays and 2d Wednesday.
J. M. Gorman, 40 Middle St. Master
J. Higgins, Cor. Dix and Middle Sts. Secretary
G. W. Nesper, 196 Broadway Financier
- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets every Monday at 7:30 P. M.
J. M. White, 1714 Lincoln St. Master
Geo. Randall, 1061 Campbell st. Secretary
F. S. Small, 914 Wood St. Financier
- 144. SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st and 3d Saturdays at 8 P. M. in Patterson's Hall, I. C. R. Depot.
W. Bastin, Box 459 Master
F. Matherson, Box 448 Secretary
W. Bastin, Box 459 Financier
- 145. DAVY CROCKETT; San Antonio, Texas.**
Meets every Wednesday at 7:30 P. M.
S. C. Arnold Master
W. F. McQueeney, Box 429 Secretary
H. M. Brown Financier
- 146. BAYOU CITY; Houston, Texas.**
Wm. Nary, 49 McKee st. Master
H. H. Daniels, 49 McKee St. Secretary
J. J. Sangster, 63 Centre St. Financier
- 147. MIDLAND; Temple, Texas.**
Meets 1st and 3d Sundays at 7:30 P. M.
E. Gerard Master
T. Robbins Secretary
P. E. Corcoran Financier
- 148. SUNNY SOUTH; Tyler, Texas.**
Meets every Friday at 7:30 P. M.
J. Taaff Master
E. E. Smith Secretary
J. H. Duncan Financier
- 149. JUST IN TIME; New York, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 59th street.
G. Ford, 548 W. 125th St. Master
E. Chambers, 1035 Sixth Ave. Secretary
W. J. McColl, 952 8th Ave. Financier
- 150. S. M. STEVENS; Marquette, Mich.**
Meets 2d and 4th Sundays at 2 P. M., cor. Washington and 3d sts.
L. L. Hood, L. Box 217 Master
J. Loftus Secretary
L. L. Hood, L. Box 217 Financier
- 151. MAPLE LEAF; Hamilton, Ontario.**
Meets 1st and 3d Sundays at 2:30 P. M.
T. McHattie, 13 Mill St. Master
S. Roberts, 26 Locomotive St. Secretary
H. R. Hall, 93 Murray St. Financier
- 152. DUNLAP; Wells, Minn.**
Meets every Sunday at 3 P. M.
C. Ellingson, Box 60 Master
R. G. McCoy Secretary
W. A. Searies Financier
- 153. H. C. LORD; Fort Scott, Kansas.**
Meets 1st and 3d Sundays at 3 P. M.
G. K. Bates, Box 310 Master
J. W. Page Secretary
H. L. Wright, Box 89 Financier
- 154. McKEEN; Ottawa, Kansas.**
Meets 2d and 4th Sundays at 2 P. M.
F. Platt Master
E. Wall Secretary
E. E. Webb Financier
- 155. TEXAS BELLE; Greenville, Texas.**
Meets every Friday at 7:30 P. M.
J. W. Corn, L. Box 164 Master
E. H. Sims, L. Box 164 Secretary
L. Ryan, L. Box 92 Financier
- 156. NECHES; Palestine, Texas.**
Meets every Saturday at 7:30 P. M.
H. Jones, Box 256 Master
I. A. Green, Box 256 Secretary
W. P. Mallory, Box 256 Financier
- 157. ECHO; Peru, Ind.**
Meets 1st and 2d Sundays at 2 P. M. and 3d and 4th Thursdays at 7 P. M.
C. H. Walr Master
H. P. Matthews Secretary
Thos. H. Wade, Box 336 Financier
- 158. STANDARD; Detroit, Mich.**
Meets 2d and 4th Sundays at 2:30 P. M.
T. Teahan, 386 Fort St., E. Master
E. Heidenrich, 124 Hastings St. Secretary
J. Nopper, 124 Hastings St. Financier
- 159. W. H. THOMAS; Nashville, Tenn.**
Meets every Saturday at 7:30 P. M., cor. Union and Summer sts.
J. J. Clark, L. & N. Shops, E. Nashville, Tenn. Master
P. M. Heslon, N. & D. Shops Secretary
E. P. Bishop, Jr., 69 So Union St. Financier
- 160. C. J. NEPBURN; Evansville, Ind.**
Meets 2d and 4th Sundays at 2 P. M.
W. J. Torrance, 413 William St. Master
W. Winder, 1206 Walnut St. Secretary
A. J. Warner, 710 Upper 5th St. Financier
- 161. HERALD; Burlington, Iowa.**
F. W. Barlow, C. B. & Q. Round House. Master
J. M. McGregor, 518 Cedar St. Secretary
J. D. Hawksworth, 2003 Madison St. Financier
- 162. PROSPECT; Elkhart, Ind.**
Meets 1st Sundays at 2 P. M. and every Wednesday at 7 P. M.
G. L. Long Master
D. F. Wagner Secretary
P. A. Hamilton Financier
- 163. ETNA; Pine Bluff, Ark.**
Meets every Friday at 7 P. M., in Masonic Hall
M. R. Carson, L. Box 56 Master
D. Hope, L. Box 56 Secretary
H. J. Fitzjohn, L. Box 56 Financier
- 164. EEL RIVER; Butler, Ind.**
Meets in I. O. O. F. Hall, on Broadway.
E. A. Laughran, Box 247 Master
P. J. Richardson Secretary
J. Derck, Box 47 Financier
- 165. BOBBET ANDREWS; Andrews, Ind.**
Meets every Sunday at 2 P. M.
A. J. Boughton Master
T. Cunningham, Box 799 Secretary
M. E. Davis Financier
- 166. WM. HUGO; Huntington, Ind.**
F. Holland, Box 871 Master
D. H. Feuton, Box 325 Secretary
C. E. Wyman, Box 499 Financier
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meets every Monday at 7:30 P. M.
G. Kalmbach Master
G. B. Leach Secretary
Ed E. Joslin, Box 109, Albina, Ore. Financier
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st Sunday at 7 P. M. 3d Sunday at 2 P. M.
L. McHugh Master
G. Hiseox, 713 Caledonia St. Secretary
C. McCain, 802 Caledonia St. Financier
- 169. H. G. BROOKS; Hornellville, N. Y.**
Meets at Washington Hall, Arcade Building, Broad st.
H. Grover, Box 689 Master
J. Hammond Secretary
A. H. Spencer, Box 1025, Hornellville, N. Y. Financier
- 170. PRAIRIE; Huron, Dakota.**
Meets 2d and 4th Sundays at 3 P. M.
S. P. Malone Master
D. Bartlett, Box 36 Secretary
W. H. Parkhouse, Box 187 Financier

171. **SUNBEAM; Truro, Nova Scotia.**
Meets 2d and 4th Thursdays.
F. Geddes Master
T. Fitzgerald, 237 Campbell Road, Richmond, Halifax Secretary
M. T. White Financier
172. **F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays
J. Wilson, 140 Queen St. West Master
J. Smith, 672 Wellington St. Secretary
J. S. Ferguson, Rochesterville P. O., Ottawa, Ont. Financier
173. **PACIFIC; Winslow, Arizona.**
Meets every Sunday evening.
O. J. Sandford Master
F. M. Armstrong, L. Box 44 Secretary
A. C. Seely Financier
174. **HARRISBURG; Harrisburg, Pa.**
Meets 2d and 4th Sundays at 1 P. M.
W. C. Taylor, 1506 N. 5th St. Master
H. O. Motter, 1529 Wallace St. Secretary
H. McNeal, 1208 Sixth St. Financier
175. **TAYLOR; Newark, Ohio.**
Meets 1st and 3d Tuesdays at 2 P. M.
R. C. Beall, Box C Master
J. Adkins, Box C Secretary
J. Adkins, Box C Financier
176. **MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
W. F. Gorman, Box 295 Master
A. G. Turlay, Box 41 Secretary
C. H. Porter, Box 41 Financier
177. **SUNSET; Marshall, Texas.**
Meets every Thursday at 7 P. M.
J. Fink Master
G. M. Lovett Secretary
W. Kane, Box 184 Financier
178. **SALT LAKE; Salt Lake City, Utah.**
Meets every Saturday at 7:30 P. M.
G. Sness, D. & R. G. Shops Master
E. W. Foote, 76 W. 5th S. St. Secretary
P. T. Tibbbs, 146 S. 3d W. St. Financier
179. **BEE-HIVE; Lincoln, Neb.**
Meets 2d and 4th Sundays at 3 P. M.
J. Robinson, 1341 K St. Master
C. W. Hedges, 1240 U St. Secretary
S. Walters, 437 S. 9th St. Financier
180. **THREE STATES; Cairo, Ill.**
Meets every Sundays at 2:30 P. M.
M. S. Egan Master
J. F. Howie Secretary
C. Hewitt, C. V. & C. R. R. Financier
181. **WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
J. Caudle Master
D. J. Nicoll Secretary
Jas. Nicholson Financier
182. **GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays.
T. F. Judge Master
G. W. Welch, 17th and Hickory Sts. Secretary
E. J. Oliver, 83 W. 17th St. Financier
183. **LAKE SHORE; Collinwood, Ohio.**
Meets every Tuesday at 1:30 P. M.
J. M. Gains Master
H. I. Miller Secretary
G. W. Moses Financier
184. **LINA; Lima, Ohio.**
Meets 2d and 4th Sundays at 1 P. M.
P. A. Branson Master
E. L. Melhorn Secretary
C. M. Huffy Financier
185. **FIDELITY; Delphos, Ohio.**
Meets every Sunday at 2 P. M.
W. Van Gelsen, Box 87 Master
J. Kuhns Secretary
H. Prilliman Financier
186. **CHAMBERLIN; Chicago, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
P. Hartney, 2906 Dearborn St. Master
G. A. Updegraff, 3205 Hanover St. Secretary
G. H. Mitchell, 2245 Wentworth Ave. Financier
187. **LITTLE GIANT; Charleston, Ill.**
Meets 1st and 3d Sundays at 2:30 P. M.
J. Traimor Master
H. T. Lyons Secretary
L. H. Linn, Box 402 Financier
188. **S. S. MERRILL; Chicago, Ill.**
Meets 2d and 4th Sundays at 2:30 P. M.
J. K. Doherty, 156 Northwestern Ave. Master
E. P. Tobias, 1009 Fulton St. Secretary
H. Price, 1019 A Fulton St. Financier
189. **BALDWIN; Ft. Howard, Wis.**
Meets every Sunday at 3 P. M.
E. B. Mayo, L. Box 4 Master
J. Woods, L. Box 352 Green Bay, Wis. Secretary
I. R. Johnson, Box 215 Financier
190. **FERGUSON; Mitchell, Dakota.**
Meets 1st and 3d Sundays.
G. H. Kings, Box 405 Master
W. S. Crandell, Box 84 Secretary
H. O. Conkey, Box 223, Samburg, Ia. Financier
191. **CUSTER; Livingston, Montana.**
Meets every Wednesday at 7 P. M.
J. S. Foley Master
W. O'Neill Secretary
W. T. Field, L. Box 16 Financier
192. **MT. TACOMA; New Tacoma, Washington Ty.**
Meets 2d and 4th Sundays.
C. W. Tullis Master
A. Geary, Box 526 Secretary
F. H. Andrews Financier
193. **J. B. MAYNARD; Albina, Oregon.**
Meets 2d and 4th Sundays at 2:30 P. M.
H. W. Hall, Box 287, East Portland, Oregon. Master
H. W. Ingalls Secretary
E. C. Smith, Albina, Oregon Financier
194. **BONANZA; Missoula, Montana.**
Meets 1st and 3d Sundays.
J. P. Case Master
J. A. Foster Secretary
W. E. Watson Financier
195. **RE-ECHO; Shoshone, Idaho.**
Meets every Thursday at 7:30 P. M.
J. H. Woffington Master
J. Becker Secretary
D. Hill Financier
196. **CLOUD CITY; Leadville, Colo.**
Meets every Friday at 7:30 P. M.
E. G. Haskins, Box 330 Master
L. C. Cooper, Box 330 Secretary
W. H. Joyner, Box 330 Financier
197. **RIVERSIDE; Savanna, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
W. S. Griffith, L. Box N Master
C. Latham, Box 446 Secretary
James Bailey Financier
198. **MAPLE CITY; Norwalk, Ohio.**
L. A. Sherman Master
J. E. Houghton Secretary
E. E. Bishop Financier
199. **MAHONING; Youngstown, Ohio.**
J. H. Mulvey Master
D. Heinselman, 313 Henrietta St. Secretary
D. Heinselman, 313 Henrietta St. Financier
200. **GREAT SOUTHERN; Meridian, Miss.**
Meets every Sunday at 9:30 A. M.
M. Fulcher Master
S. M. Jackson Secretary
L. H. Munn Financier
201. **FRIENDLY HAND; Jackson, Tenn.**
Meets 1st and 3d Wednesdays at 7 P. M.
T. G. Emmons Master
D. W. Shea Secretary
J. D. Bledsoe Financier
202. **SCIOTO; Chillicothe, Ohio.**
Meets 1st Sunday afternoon and 3d Monday evening.
D. Sheets Master
A. E. Maunsell, Box 1231 Secretary
S. A. Barker, Box 1231 Financier
203. **GARFIELD; Garrett, Ind.**
Meets every Friday at 7 P. M.
T. H. Mowry, Box 287 Master
J. H. Reneman, Box 351 Secretary
H. Bradford, Box 116 Financier

- 204. MONTEZUMA; Las Vegas, New Mexico.**
Meets every Thursday at 7:30 P. M.
W. H. Barber, Box 45 Master
A. J. Armagost, Box 492 Secretary
A. W. Schuster, Box 45, Financier
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays.
G. Atherton, 44 So. Klein St Master
H. A. Seelinger, 148 Jefferson St Secretary
F. A. Randlett, 79 Jefferson St Financier
- 206. BLACK DIAMOND; Conneaut, Ohio.**
Meets 1st and 3d Wednesdays at 7 P. M.
G. M. Jones Master
H. Byron Secretary
O. E. Work Financier
- 207. LOYAL; Meadville, Pa.**
Meets every Sunday at 2 P. M.
T. S. Taylor Master
J. McKee Secretary
A. Heckman Financier
- 208. KEYSTONE; Susquehanna, Pa.**
Meets alternate Tuesdays and Saturdays.
J. J. Lannan, Box 131 Master
J. P. McDonald Secretary
C. Anderson, Box 337 Financier
- 209. SARATOGA; Whitehall, N. Y.**
Meets alternate Sundays.
T. Dorcal Master
J. McCarty Secretary
W. R. Combs Financier
- 210. 18-K; Schenectady, N. Y.**
Meets 1st and 3d Mondays at 7:30 P. M.
J. E. VanVranken, Box 497 Master
T. Smith, Box 497 Secretary
G. T. Polmateer, 71 Park Place Financier
- 211. ONOKO; South Easton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
D. W. Henry, Wilkesbarre St Master
H. L. Breisch, 107 Philadelphia St Secretary
C. Long, Berwick St Financier
- 212. EMPIRE; Watertown, N. Y.**
Meets 2d Monday and 3d Sunday at 2 P. M., in
Good Templar's Hall, Public Square.
H. E. Baker, 104 Arsenal St Master
J. E. Exner, 28 Meadow St Secretary
T. H. Lynch, 33 Meadow St Financier
- 213. WEST SHORE; Frankfort, N. Y.**
Meets every Sunday at 12 M.
W. F. Wright Master
K. G. Gifford Secretary
M. E. Stafford Financier
- 214. ORIOLE; Baltimore, Md.**
Meets 2d and 4th Sundays at 2 P. M.
C. S. Bowen, 261 N. Caroline St Master
L. G. West, 97 N. Bond St Secretary
J. W. D. Bowen, 97 N. Bond St Financier
- 215. EAST ALBANY; East Albany, N. Y.**
Meets 1st and 3d Sundays.
A. L. Babcock Master
N. M. Burch, 457 Broadway Secretary
F. P. Brookshy, 59 Washington St.,
Greenbush, N. Y Financier
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sundays at 2:30 P. M.
W. E. Taylor, 20 South St Master
F. S. Moore, 115 Myrtle St Secretary
W. H. Swinerton, 41 Winter St Financier
- 217. DEBBICK; Oil City, Pa.**
Meets 2d Tuesday and 4th Wednesday.
J. A. Kennedy, Box 157 Master
J. Jefferson, Box 520 Secretary
F. Sleeper, Box 94 Financier
- 218. TWO RIVERS; Pittsburgh, Pa.**
Meets every Sunday at 2 P. M.
A. T. Richey, 319 Carson St., S. Side Master
W. B. Davis, Union St, 32d Ward Secretary
E. McHugh, Bertha St., 32d Ward Financier
- 219. SMOKY CITY; Allegheny, Pa.**
Meets every Monday at 7 P. M.
R. Beeson, 136 Bidwell St Master
H. B. Shaffer, 222 Junati St Secretary
E. D. Cawley, 226 Washington Ave Financier
- 220. PROVIDENT; Sunbury, Pa.**
Meets 1st and 3d Sundays at 1 P. M.
J. E. Bowen Master
L. Campbell Secretary
C. C. Bowen, 1123 Wallace St Financier
- 221. HUBON; Point Edward, Ontario.**
Meets 2d and 4th Tuesdays at 8 P. M.
S. Allward, Box 69 Master
H. J. Carruthers, Box 87 Secretary
C. Wilkie Financier
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. W. Gardner Master
A. J. Fairburn Secretary
M. McVicker Financier
- 223. ASHLAND; Lexington, Ky.**
Meets 1st and 3d Thursdays.
G. F. Little, C. & O. Shops Master
G. F. Little, C. & O. Shops Secretary
J. V. Hanna Financier
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets 2d and 4th Sundays.
F. Marvin Master
A. Vogel, Box 367 Secretary
A. Vogel, Box 367 Financier
- 225. SUPERIOR; Fort William, Ontario.**
Meets 1st Monday at 8 P. M. and 2d Tuesday at 3
P. M.
G. E. Glassford, Neebwing, Ont Master
H. Poole, Neebwing, Ont Secretary
B. Wheatly Financier
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Sundays at 1:30 P. M., Cor. Col-
lin and Hardy streets.
R. Gowanlock, L. Box 100 Master
W. M. Nicol, L. Box 230 Secretary
W. M. Nicol, L. Box 230 Financier
- 227. MAGNET; Binghamton, N. Y.**
Meets 1st and 3d Saturdays.
F. W. Parsons Master
W. W. Stonier, 69 Eldridge St Secretary
J. W. Millett, 101 Eldridge St Financier
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
E. Wint, 153 Mylert St Master
E. Tewksbury, Fairview Ave Secretary
J. O. Bayley, 1803 Sanderson ave Financier
- 229. RICKARD; Utica, N. Y.**
Meets 2d and 4th Sundays at 2 P. M.
J. J. Quirk Master
F. E. Beach, 262 Blecker St Secretary
R. E. Jacobs, 139 Elizabeth St Financier
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays at 7:30 P. M.
G. W. Gilkerson, 38 Knox St Master
J. J. Gill, 180 N. Pearl St Secretary
G. M. Jeffers, 36 Ontario St Financier
- 231. DELAWARE; Wilmington, Delaware.**
Meets 1st and 3d Sundays at 2 P. M.
E. Nugent, 905 Elm St Master
J. B. Cash, 400½ Poplar St Secretary
W. Lytle, 1009 Lombard St Financier
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays at 1 P. M. and 3d Fri-
day at 7 P. M.
E. Wood, L. Box 1431 Master
A. E. Briggs, L. Box 1431 Secretary
E. G. Reynolds, Box 1117 Financier
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
A. Z. Matthews Master
E. Hayward Secretary
R. H. Coggan Financier
- 234. NORTH BAY; North Bay, Ontario.**
Meets every Sunday at 2:30 P. M.
J. R. Graham Master
O. Lassman Secretary
J. Fallon Financier
- 235. THREE BROTHERS; Pittsburgh, Pa.**
Meets every Sunday at 2 P. M.
R. H. Scott, 131 46th St. Master
J. B. Barney, 9 Mayflower St., East Pitts-
burgh, Pa Secretary
J. W. Moyer, 3323 Penn Ave Financier

- 238. HINTON; Hinton, West Virginia.**
Meets 2d and 4th Saturdays at 7:30 P. M.
F. D. Titer, Box 156 Master
J. H. Tilford Secretary
J. K. Nutty Financier
- 237. CENTRAL PARK; Central Park, Ill.**
Meets 1st and 3d Sundays at 10 A. M. and last
Wednesday at 7 P. M.
D. J. Fane Master
G. L. Gerew Secretary
T. Chew Financier
- 238. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
J. H. Brewer Master
H. B. Drullard Secretary
H. C. Kehlman Financier
- 239. BUCKEYE; Delaware, Ohio.**
Meets every Sunday at 10 A. M.
A. L. Weiser Master
A. R. Edington, Box 534 Secretary
J. D. Edington, Box 534 Financier
- 240. GILBERT; Jackson, Mich.**
Meets every alternate Sunday at 2 P. M.
G. Hastings, 115 Orange St Master
J. Bentley Secretary
S. Verberg, 113 East Ave Financier
- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meets 2d and 4th Sundays at 1:30 P. M.
J. McCall, Box 300 Master
A. Krapp, Box 300 Secretary
P. C. Hagerty, Box 300 Financier
- 242. WHEATON; Elmira, N. Y.**
Meets 1st and 3d Sundays at 2:30 P. M.
W. T. Delaney, 418 Powell St Master
E. Denio, 223 Franklin St Secretary
J. H. Bartholomew, 108 Ferris St Financier
- 243. J. H. SELBY; Bonham, Texas.**
Meets every Sunday at 2:30 P. M.
J. L. Caudle Master
W. F. Rowe Secretary
E. H. Christman, Box 302 Texarkana,
Ark. Financier
- 244. T. P. O'BOURKE; Chicago, Ill.**
Meets 1st Tuesday at 8 P. M. and 3d Sunday at
2:30 P. M.
P. C. Winn, 142 W. 12th St Master
E. Atkins, 180 Maxwell St Secretary
N. E. Nare, 19 O'Brien St Financier
- 245. GEORGIA; Savannah, Ga.**
Meets every Thursday at 7:30 P. M.
F. Goolsby, 212½ Harris st Master
A. Hutton, 117½ Barnard st Secretary
S. Boineau, 60 W. Broad St Financier
- 246. MACON; Macon, Ga.**
Meets every Monday at 8 P. M.
N. S. Outler, South Macon Master
W. M. Walker, 3 Arch St Secretary
A. J. Vining, 353 Fourth St Financier
- 247. KENNESAW; Atlanta, Ga.**
Meets 2d and 4th Sundays.
J. H. Achey, 9 Jones St Master
C. Bellows, E. T. V. & G. R. R. Shops Secretary
A. B. Barkery, E. T. V. & G. R. R. Shops. Financier
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at G. A. R. hall
J. Brown Master
Chas. E. Hollis Secretary
W. E. Boynton Financier
- 249. CALUMET; Stony Island, Ill.**
Meets every Sunday at 7:30 P. M.
S. T. Hooper, South Chicago, Ill Master
O. J. Austin, South Chicago, Ill Secretary
L. McKee, South Chicago, Ill Financier
- 250. GOLDEN LINK; Wilkes Barre, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
C. Van Why, Ashley, Pa Master
Z. B. Stevens, Ashley, Pa Secretary
E. W. Cole, Ashley, Pa Financier
- 251. LEBIGH; Mauch Chunk, Pa.**
Meets 1st and 2d Sundays at 2 P. M. at Oak Hall,
Broad street.
Aaa Gruver, Box 176 Master
H. B. Fulton, Box 155 Secretary
C. Roberts, Box 275 Financier
- 252. COLUMBIA; Columbia, Pa.**
Meets 2d and 4th Sundays at 1 P. M.
L. Mellinger Master
W. A. Glösser Secretary
M. M. Hinkle Financier
- 253. TRENTON; Trenton, N. J.**
Meets 1st and 3d Sundays at 2 P. M.
M. H. Johnson, 32 Berrine ave Master
R. Stackhouse 172 Jefferson St Secretary
F. P. Parsons, 340 Berry St Financier
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
W. A. Lenhart, Box 45 Master
I. C. Perrin, Box 296 Secretary
Fred Hollingsworth, Box 289 Financier
- 255. N'GHEBOR; McCook, Neb.**
Meets every Sunday.
C. G. Potter, Box 464 Master
F. S. Reid, L. Box 494 Secretary
V. T. Thoman, Box 452 Financier
- 256. HIGH LINK; Como, Colo.**
Meets every Thursday at 7:30 P. M.
D. Tompkins Master
George Long Secretary
W. S. Weaver, Box 105 Financier
- 257. KIT CARSON; Raton, New Mexico.**
Meets every Sunday at 2 P. M.
C. Miller, Box 56 Master
T. Gatfield, Box 25 Secretary
J. W. Crouse Financier
- 258. RENO; Nickerson, Kansas.**
Meets every Sunday at 2 P. M.
W. H. Ramsey, Box 147 Master
G. H. Arnold Secretary
M. Norton, Box 264 Financier
- 259. LA JUNTA; La Junta, Colo.**
Meets every Wednesday at 7:30 P. M.
E. Turk Master
P. Schmidt Secretary
F. Bradbury, Box 51 Financier
- 260. CALIFORNIA; Sacramento, Cal.**
Meets every Thursday at 7 P. M.
F. Witham, C. P. Round House Master
G. E. Hanford Secretary
C. W. Cox, 1517 N st Financier
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets 1st and 3d Sundays and 2d and 4th Tuesdays
E. Lyons, Box 110 Master
J. W. Murray, Box 85 Secretary
E. C. Comstock, Box 41 Financier
- 262. QUEEN CITY, West Toronto Junct., Ont.**
Meets alternate Sundays.
J. M. Roddick Master
W. Hyndman Secretary
F. A. Sproule Financier
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at 2 P. M.
I. P. Greene, Box 10 Master
A. E. Hayden, Box 10 Secretary
M. Moynahan, Box 10 Financier
- 264. J. K. GILBREATH, Butte City, Montana.**
Meets every Thursday at 8 P. M.
T. Malec, Box 832 Master
J. S. Sweeney, Box 832 Secretary
M. W. Fitzgerald, Box 832 Financier
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meets 1st and 3d Sundays at 2:30 P. M. and last
Wednesday at 7:30 P. M.
H. Norris, 56 River St Master
L. A. Ogden, 525 S. Division St Secretary
J. Kitselman, 5 Olive St Financier
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meets alternate Sundays and Wednesdays.
G. P. O'Connell Master
J. Conway Secretary
A. Krienke Financier
- 267. ENDEAVOR; Algiers, La.**
Meets every Monday at 2 P. M. at Castle Hall,
Front street.
G. H. Evans, Gretna, La Master
H. H. Hardey, Gretna, La Secretary
W. B. McGuire, 66 Oliver St Financier

- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
A. C. Jeffrey, 118 Boyce St. Master
C. H. Blakeslee, 217 Tenth St. Secretary
T. O'Leary, 118 Boyce St. Financier
- 269. O. K.; Cincinnati, Ohio.**
F. O. Miller, 27 Hathaway St. Master
F. Hackathorn, 67 E. 13th St., Covington,
Kentucky Secretary
C. W. Moore, 219 Freeman Ave. Financier
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday at 2 P. M. and 3d Saturday at
7:30 P. M.
J. D. Sharrah, 1901 Third St. S. Master
S. B. Thompson, 2216 Cedar Ave. S. Secretary
C. Kraft, 2116 29 St. S. Financier
- 271. BYRAM; Stanhope, N. J.**
Meets 2d and 4th Saturdays at 7:45 P. M.
Wm. Weiler, Box 25, Port Morris, N. J. Master
R. F. Trezise, Box 30 Port Morris, Secretary
Isaac J. Shields, Stanhope, N. J. Financier
- 272. WILSON; Junction, N. J.**
Meets 1st and 3d Sundays at 1 P. M.
A. Kirkendall Master
G. B. Weller Secretary
Peter Young Financier
- 273. DENVER; Denver, Colo.**
F. F. Desmond, 206 Santa Fe St. Master
G. Wilson, 368 So. 9th St. Secretary
G. Smith, 208 Thirteenth St. Financier
- 274. JACKSON; Clifton Forge, Va.**
Meets every Sunday at 10 A. M.
J. C. Clark Master
B. H. Thomas, Secretary
J. J. Cochran Financier
- 275. LEE; Richmond, Va.**
Meets 1st and 3d Sundays at 1 P. M.
C. R. Dean, 2000 Venable St. Master
J. K. Anderson, 1008 Buchanan St. Secretary
C. L. Johnson, 1009 Buchanan St. Financier
- 276. GRAFTON; Grafton, W. Va.**
Meets every Sunday at 7 P. M.
G. Wright Master
Geo. W. Williams, Piedmont W. Va. Secretary
A. I. Enoch, Grafton W. Va. Financier
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
R. L. Jewell, L. & N. shops Master
G. B. Clark, L. & N. shops Secretary
L. S. Smith, L. & N. shops Financier
- 278. ANDERSON; Vicksburg, Miss.**
Meets every Sunday at 7:30 P. M.
H. E. Parks Master
L. W. Christmas, Box 482 Secretary
C. Bradford, L. box 482 Financier
- 279. METEOR; McComb City, Miss.**
Meets 1st and 3d Sundays at 2 P. M.
C. S. Fisk, Box 87 Master
I. H. Martin, Box 87 Secretary
R. E. Davidson, Box 87 Financier
- 280. OZARK; Thayer, Mo.**
Meets every Saturday evening.
H. McFee Master
H. P. Colvin Secretary
G. Bennett Financier
- 281. TUNNEL HILL; New Albany, Ind.**
Meets 1st and 3d Sundays at 2 P. M.
T. D. Fisher Master
F. A. Stephens Secretary
John Clare Financier
- 282. BUENSIDE; Mt. Carmel, Ill.**
Meets every Sunday at 2 P. M.
Bert Launt Master
J. Sanders Secretary
Frank T. Barton Financier
- 283. LACKAWANNA; Great Bend, Pa.**
Meets 1st and 3d Saturdays at 8 P. M.
F. J. May, Great Bend Village Master
J. F. McCormick, Great Bend Village Secretary
H. P. Trowbridge, Halstead Pa. Financier
- 284. ELM CITY; New Haven, Conn.**
Meets 1st Saturday at 8 P. M. and 3d Sunday at
2 P. M.
J. McCabe, 65 Spring St. Master
E. S. Allin, 100 Spring St. Secretary
C. T. Downs, 160 Spring St. Financier
- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays at 7 P. M.
W. W. Hosford, 15 Elm St. Master
W. F. Day, 119 Ann St. Secretary
H. L. Stearns, 115 Trumble St. Financier
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meets 2d and 4th Sundays at 1:30 P. M.
D. Patterson, 722 N. Third St. Master
H. Meyer, L. Box 554 Secretary
C. L. Sterling, 701 N. Jefferson St. Financier
- 287. ALTOONA; Altoona, Pa.**
Meets every Sunday at 1 P. M.
W. W. Brantlinger, 1316 10th Ave. Master
C. W. Armstrong, 431 8th Ave and 5th St. Secretary
I. Craig, 2000 1/2 8th Ave. Financier
- 288. EMMET; Estherville, Iowa.**
Meets 1st Sunday at 2 P. M. and 3d Monday at 7
P. M.
W. S. Davis, L. Box 17 Master
P. J. Sullivan, Box 48 Secretary
G. Godden, Box 124 Financier
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets every Friday evening.
J. W. Allwine, L. Box 135 Master
G. Morgan, Box 575 Secretary
J. F. Shannon Financier
- 290. MARION; Hannibal, Mo.**
Meets 2d and 4th Sundays at Constellation Hall.
J. T. Hart, 412 Washington St. Master
G. Coffman Secretary
J. C. Shaw Financier
- 291. ATLANTIC; Brooklyn, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M.
J. R. Johnston, 36 N. Oxford St. Master
H. N. Martin, Jamaica, L. I. Secretary
W. C. Latimer, 118 Hall St. Financier
- 292. MONUMENTAL; Baltimore, Md.**
Meets every Friday at 7:30 P. M. in Armstrong &
Denny's Hall, Cor. Light and Montgomery Sts.
W. H. Zepp, 140 Ridgely St. Master
S. E. LaBarrer, 172 Scott St. Secretary
J. S. Norris, 642 S. Charles St. Financier
- 293. LAFAYETTE; Philadelphia, Pa.**
J. Lahey, 2827 Freemont St. Master
W. J. Sharkey, 2008 Somerset St. Secretary
E. Farley, 2658 Memphis St. Financier
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M.
B. Hagar Master
J. D. Terrill Secretary
H. R. McLaughlin Financier
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
E. W. Mason, Room 6, Davis Block Master
M. L. Mitchell, 320 Rock Island St. Secretary
W. T. Emerson, 221 Harrison St. Financier
- 296. AT LAST; Knoxville, Texas.**
Meets every Sunday evening, corner Gray and
Clineh streets.
J. R. Crittenden, 118 W. Depot St. Master
R. A. Manning, 138 Broad St. Secretary
W. C. Wheeler, 73 E. Park St. Financier
- 297. CLARK; Jeffersonville, Ind.**
C. E. Buehler Master
W. F. Leonard Secretary
B. G. Chambers Financier
- 298. GLENCOE; St. Louis, Mo.**
Meets every Sunday at 7 P. M., Corner Market St.
and Ewing Ave.
H. C. Wheat, 3117 Rutger St. Master
J. W. Reynolds, 2124 Gratiot St. Secretary
C. Brantner, 2834 Bernard St. Financier
- 299. CENTRAL OHIO; Crestline, Ohio.**
M. Prescott Master
J. Butler Secretary
E. Mathews Financier



VOL. X.

FEBRUARY, 1886.

No. 2.

THE PRESIDENT AND THE SILVER DOLLAR

The Federal Constitution requires that the President shall from time to time advise Congress as to the condition of public affairs, and make such recommendations as he may think proper. These messages become, therefore, important State papers—chiefly, however, because the Constitution requires them. Occasionally, the country has had a President whose views were regarded of great value, but, as a general proposition, Congress, while paying a respectable deference to the utterances of the Chief Magistrate of the Republic, has legislated without special reference to the views of that high functionary.

President Cleveland, in his late message to Congress, a lengthy document, has placed himself in direct antagonism to the silver dollar. In doing this, he enters the arena of finance, and becomes the champion of the creditor class, of banks, capitalists, bondholders, men usually known as "gold bugs." Mr. Cleveland never had any reputation as authority in finance, and what is true of the President is equally true of his financial Secretary, Mr. Manning, and as a consequence Congress will be likely to hesitate long and deliberate well before adopting their views regarding the

silver dollar. Some years ago, by methods conspicuous for chicane, the silver dollar, in the interest of the few, and to the detriment of the many, was demonetized. What was the result? When the country was informed of the swindle, it demanded that the silver dollar should be remonetized; and when the struggle began, it was discovered that what was called a *mistake*, or an *oversight*, by which the silver dollar had been demonetized, was the result of a scheme on the part of bondholders and the banks, and a powerful lobby was organized, and the press of the country was largely subsidized, to defeat remonetization and perpetuate the rascality.

But, fortunately, the people determined that the great wrong should be righted, and the silver dollar was remonetized, and has been of incalculable value to the country. It was said by Alexander Hamilton, as early as 1791, in his report upon the mint, that "to annul the use of either of the metals (gold or silver) as money, is to abridge the quantity of the circulating medium." The war upon the silver dollar is waged by those who would abridge the quantity of the circulating medium, and it is well said by one entirely familiar with the question, that "those who marshal, victual and pay the forces by which this war is waged, formulate

the battle-cries, and direct the maneuvers, are the men who live upon fixed incomes; bankers, as a class, those who hold credits secured upon the property of others, and those who own enormous and almost fabulous public debts, not less of all kinds than forty thousand millions of dollars. It is in the interest of these classes of men to have as few dollars as possible, that each dollar may have an augmented command over the necessities, comforts and luxuries of life—and they know that there is no more direct road to an appreciated money than to strike down the monetary use of one of the metals." The silver dollar is the dollar of the people, and this fact was demonstrated by the imperative demand that it should be remonetized, and that it should be coined for their use. "And now," says the writer from whom we have quoted, "in view of the disasters to debtors, taxpayers, industries and all kinds of property, excepting only money, which the war upon silver has already caused, and the greater disasters which it threatens, and in view of the fact that an immense majority of the people of this country are debtors, taxpayers or laboring men, how amazing does it seem that the administration of the national finances is now, and for many years has been, in the hands of men who are subservient to the interests of the few money lenders, and antagonistic to the interests of the great mass of the people who are engaged in productive industry, and who are compelled to borrow money. So long as men are selfish, and these conditions exist, we may expect that every discrimination which human ingenuity can devise will be evoked to depreciate the value of silver, and to make the silver dollar unpopular with the people."

It has been surmised for some time that the President would give the weight of his influence, more or less, to the enemies of the silver dollar, whose fortified camp is in the city of New York; and now that his message has been published, the people know that he has ranged himself on the side of those who have determined, if possible, by fair means or foul, by fact or

falsehood, trick or treaty, to strike down the silver dollar and place the finances of the country in the hands of a class of men whose sympathy for the people is like that of the hawk for the chicken or the wolf for the lamb.

The arguments, or rather the reasons, set forth by the President for his hostility to the silver dollar are totally unworthy of the office of President of the United States. There can be nothing truthfully said complimentary of the reasons assigned by the President for his hostile position to the silver dollar. He opposes the further coinage of the silver dollar, 1st, because the silver dollars paid out "soon returned to the public treasury." How many silver dollars Mr. Manning has paid out the President don't say, but a "good share" of them have returned to the treasury, hence the conclusion that the people don't want them and won't have them. The President informs Congress that the receipts of the Government for the fiscal year ending June 30th, 1885, were \$322,690,706.38, and that the total expenditures amounted to \$260,226,935.50. He says that the total coinage of silver dollars amounts to \$215,759,431, that \$55,000,000 are held by the people, and that \$93,000,000 are represented by silver certificates, and are therefore virtually in circulation. This leaves as the property of the Government, 67,759,431 silver dollars, and these are the dollars which are giving Mr. Cleveland so much trouble. The estimate is that the population of the country amounts to 56,000,000, and with 215,759,431 silver dollars on hand, equals \$3.92 per capita, while France, with a population of 37,000,000, has in circulation \$504,000,000 of silver, or about \$14 per capita. But Mr. Cleveland complains because the silver dollars paid out, return again. Why not? He says the receipts of the Government during the last fiscal year exceeded \$320,000,000. Money of some kind has to be paid in, why not silver? If we estimate the total money of the country, coin, bullion and paper, at \$1,500,000,000, and the silver at \$250,000,000, or say, sixteen per cent. of the total, then, upon

the receipt of \$322,000,000, silver ought to pay \$51,000,000 of the amount. We have shown by the President's figures that the Government has 66,759,451 silver dollars to dispose of; if, therefore, he had paid them all out, it would have been entirely legitimate for 51,000,000 of them to have been returned to the treasury, because such a return would have been the proportion of silver to the total money of the country. But Mr. Manning did not pay out 50,000,000 silver dollars, nor the tenth of that amount, and the President finds it prudent to be reticent upon that subject. The President classifies expenditures as follows:

For civil expenses	\$23,826,942 11
For foreign intercourse	5,439,600 11
For Indians	6,552,494 63
For pensions	56,102,267 49
For the military, including river and harbor improvements and arsenals	42,070,578 47
For the navy, including vessels, machinery and improvements of navy yards	16,021,079 09
For interest on the public debt	51,380,256 47
For the District of Columbia	3,499,650 95
For miscellaneous expenditures, including public buildings, light houses and collecting the revenue	54,728,054 21

The President would have Congress believe that pensioners don't want and won't have silver dollars; that the Indians prefer gold; that gentlemen connected with the civil service turn up their noses at silver; and that the officers and men connected with the navy and army, and that men engaged on public buildings, etc., all oppose silver. But he is careful not to state how many dollars Mr. Manning has paid out to men employed by the Government, and this information is doubtless withheld that his reasons for antagonizing the silver dollar may not appear more puerile, or more in the interest of the capitalist class, the money lenders of the country. The second reason urged by the President for his hostility to the silver dollar is, that "the custody of the silver dollar has entailed considerable expense for construction of vaults for its deposit." The Government now has the custody of 160,000,000 silver dollars, and the amount of room required for storage has become alarming, so much so that the President calls attention to the fact, and urges the cessation of coinage. The fact that the Government has 5,000 tons of

silver is not an alarming statement. It won't frighten any sane man or woman, and the question of storage could have been omitted by Mr. Cleveland with eminent credit to his head.

But the President, after stating such facts, launches boldly into the sea of speculation. He sees disaster in the distance, wreck and ruin on all sides to the nation and individuals, owing to a surplus of silver dollars. He does not inform Congress of any calamity that has befallen government or individuals owing to a surplus of silver coins. He is unable to state a single instance of bankruptcy owing to a superabundance of silver assets. Nevertheless, the President is alarmed, and calls loudly upon Congress to save the Republic from impending calamities in consequence of a surplus of silver dollars.

These calamities, as Mr. Cleveland sees them at long range, include the hoarding of gold, which he says "has already begun"—and the hoarding of gold, he surmises, will continue until all the gold in the country is hid away in chests, vaults, old stockings, etc., and this done, the people will discern the difference between a silver dollar and a gold dollar, and then "the two coins will part company." Upon this branch of the subject the President is hypothetic and sympathetic. His utterances will have the effect of a *carte blanche* upon lobbyists employed by the money lenders to degrade the silver dollar. Hear him. He says: "Gold, still the standard of value, and necessary in our dealings with other countries, will be at a premium over silver, banks which have substituted gold for the deposits of their customers may pay them with silver bought with such gold, thus making a handsome profit; rich speculators will sell their hoarded gold to their neighbors who need it to liquidate their foreign debts at a ruinous premium over silver, and the laboring men and women of the land, most defenseless of all, will find that the dollar received for the wage of their toil has sadly shrunk in its purchasing power. It may be said that the latter result will

be but temporary, and that ultimately the price of labor will be adjusted to the change, but even if this takes place the wage-worker cannot possibly gain, but must inevitably lose, since the price he is compelled to pay for his living will not only be measured in a coin heavily depreciated, and fluctuating and uncertain in its value, but this uncertainty in the value of the purchasing medium will be made the pretext for an advance in prices beyond that justified by the actual depreciation."

The most reliable estimates of silver and gold in the country are:

Gold coin and bullion, about	\$600,000,000
Silver coin and bullion	300,000,000
Excess of gold	\$300,000,000

According to Mr. Cleveland the entire amount of gold is to be withdrawn from circulation, and the business of the country is to have only silver and paper. This done, the gold premium is to advance to fabulous figures. Then begins the speculation. The gold bugs will come forth and purchase the silver at a discount, say from ten to fifteen per cent., that gold may be sent abroad to "liquidate foreign debts." In this scramble the silver dollar is to go down and the price of living is to go up, and between these two millstones the laboring classes are to be ground to powder and the gold bugs are to reap a harvest of money. True, nothing of this sort ever happened in the world, and, true though it be, that nothing of the sort could possibly happen, it suits the President of the United States to inject into his message such financial Munchausenisms in the interest of money lenders.

Mr. Cleveland sees the gold in the country going to foreign lands to pay debts. True, nothing of that sort has happened lately, and can happen only when the balance of trade is against us; and if it were to happen, it need not, and would not, produce a financial earthquake. During the last fiscal year, Mr. Cleveland shows that the export of gold and silver amounted to \$41,230,525 and that the imports of gold and silver amounted to \$43,242,523, showing a

balance in our favor of \$1,011,998; but supposing the balance had been against us, what harm could have resulted? The United States are gold and silver producing in excess of the needs of the country for coin and the mechanic arts, hence the surplus must be sold as any other surplus of commodities is sold. Mr. Cleveland should have told Congress that the product of gold in the United States since 1848 has been about \$1,700,000,000, and the product of silver for the same period, about \$670,000,000, a total of about \$2,370,000,000. If the estimate is correct, or approximately correct, that there is in the country gold and silver coin and bullion, \$900,000,000, then it is certain that \$1,470,000,000 gold and silver has been used in the arts or exported. It is entirely natural that such should be the result, and Mr. Cleveland should have given some attention to such facts before beating the gold bug's gong, for the purpose of frightening Congress and the country over imaginary calamities.

It should be understood that the banks and the creditor class, the rich money lenders, are interested in reducing the volume of money, and to the extent this can be accomplished their gains will be proportionately increased, and the embarrassments of borrowers, the creditor class, the wage men of the country, will be indefinitely increased. And it is just here that Mr. Cleveland's financial heresies touch railroad men at a vital point. Railroad corporations are borrowers; they are debtors to the amount of millions. Every new railroad enterprise becomes a borrower. An abundance of money means cheap money; reduce its volume and it becomes dear. Increase the rates of interest and you paralyze business. The banks demand the cessation of the coinage of silver. Why? Because, if they can accomplish their ends, they will have absolute control of the finances of the Government. It is well said that "they already have absolute control over their own notes, they have secured a large proportion of the gold coin, and are trying to monopolize it all, and they are increas-

ing their reserves of greenbacks, which are payable in coin. The only portion of the money of the country not amenable to their control is the silver dollar; and this explains their hostility to them." Mr. Cleveland has announced himself in alliance with the banks, and has thereby demonstrated a lack of information upon financial questions. If Congress adopts his views, the vital interests of the country will be placed in the hands of men who will increase their wealth at the expense of all other classes.

ADVICES from the Flowery Kingdom are to the effect that the Chinese have concluded to build a railroad, or, at least, are contemplating such a departure from the old order of things. We have had fancy sketches of the wreck and ruin of a bull in a china shop, but an iron horse, hitched to a train of cars, snorting along the track at the rate of forty-five miles an hour, over the Hoang-ho and the Kiang-se, from Peking to Kai-fong-foo and Nanchang-po to Canton, would make several million pigtailed stand on end with fright. But it seems that the "Brother of the Sun and Moon," and the "Lord of a Myriad of Years," has about made up his mind to try the experiment of railroading. We are inclined to believe that the "Son of Heaven" will be delighted with the experiment. As a matter of course, "Tu-hwang-li, the great Emperor," will own the road. He will be the Jay Gould of the system, and as Chinamen can be had to work a whole year for about \$4.50, Tu-hwang-li ought to make money, hand over fist. As matters now stand the outlook is flattering.

THE theory is now advanced that it is only required to bore deep enough to find natural gas anywhere. Just now the largest product is in Pennsylvania, but it is being found in various portions of the country, and the indications are that it is to have a very decided effect upon the coal interests of the country, and in many places will do away with the manufactured article of gas.

WE are advised that the Brotherhood of Locomotive Engineers have determined to ask Governor Hill, of New York, to appoint a member of their Brotherhood, Mr. Michael Rickard, to the office of Railroad Commissioner to succeed John O'Donnell, whose term of office is soon to expire. It is to be hoped that Governor Hill will respond favorably to the request of the Brotherhood of Locomotive Engineers. Mr. Rickard is eminently well qualified for the position, and that he will administer the office, alike creditable to himself and to the great state of New York, those who know him best are entirely confident. The Brotherhood of Locomotive Engineers would not recommend an unworthy man for such a responsible position and we are hopeful that Governor Hill will accept the endorsement of the Engineers of New York as satisfactory. It will afford us great satisfaction to chronicle Mr. Rickard's success.

ENGLAND, some short time since, desired to move her eastern India boundary a little nearer China. Burmah was in the way. Burmah has been in the way of England several times, and always with the same result. Burmah always lost a considerable tract of real estate, besides having to pay for getting licked. In this last war Burmah is totally wiped out, and King Thebaw is placed where he can play king to his heart's content. From first to last, England gets about 2,000,000 square miles of territory, and places herself in a position to slice up China when she wants more room.

THE first glass factory was established in the United States by Jno. F. Armstrong, in 1775. Mr. Armstrong was not successful, and in 1790 asked Congress to loan him \$8,000 to help his "infant industry." This was refused. After a hundred and ten years, the glass business is still an "infant industry," and Congress is asked, not to loan it money, but to put a tax on imported glass, which requires consumers to make a certain favored class princely rich.

LABOR AND CAPITAL.

One of the signs of the times pregnant with hope is the constant discussion of such topics as capital, labor, wages, &c. There can be observed on all sides a growing interest in such subjects. They are vital. They touch society at many points. They involve the welfare of the rich and the poor, the learned and the illiterate. There is a very general waking up of the people, and the indications are that the time is not distant when it will be quite as respectable to be a mechanic as a dude clerk in a dry goods store. It will not surprise us if in the near future men of brains will be willing to organize a lecture bureau, with branches throughout the country for the purpose of securing men of high capabilities to lecture upon subjects relating to the best way to earn a living. The national idea is that labor is degrading. It is an old-time idea, an imported idea. It has been transplanted to American soil and has grown to prodigious strength. In association, capital is always in the lead. It is capital and labor—never labor and capital, except when labor plays mule, and is harnessed to the car of capital. In such cases labor is in the lead. But as the equipage whirls along the highway, few men reflect that labor created the capital-chariot it pulls.

Political economists do not hesitate to declare that labor creates all the wealth. If there are those who deny the affirmation, they are under obligation to show what does create wealth. It is created. It does not grow on bushes. It is not rained down from the skies like manna. It is not a product of earth, air or water, independently. It were supreme folly to deny the fundamental fact that labor creates capital. At any rate it will stand confessed until it is shown that wealth, capital, riches derive existence from some other source. If the proposition is tenable, why not, when speaking of labor and capital, always put labor in the lead? We fail to see any rational objection to such a change. On the contrary, we are clearly of the opinion

that the proprieties of discussion demand that it should be done.

We notice that Grand Chief Arthur of the Brotherhood of Locomotive Engineers, in his excellent address at New Orleans, referring to "capital and labor," said :

"Such is the relation between capital and labor that unless they go hand in hand wreck and ruin are sure to follow. Between capital and labor there ought to be no warfare, certainly no irreconcilable conflict. *Without capital labor starves; without labor capital goes to waste.* The capitalist and laborer both attend the *same market, the capitalist with money to buy labor, and the laborer with strong muscles to sell labor.* As between the purchaser and seller there may be spirited and healthy bartering, but there is no need for fighting or quarrelling. *Labor, however, is a commodity differing from all other articles of trade, especially in this, the purchaser cannot afford to pay much less than it is worth, neither can the seller afford to take much more than it is worth.* If the wages of labor are too low, the laborer has cause for dissatisfaction; his hands are then sluggish and unskillful, his heart unwilling, time and material are wasted, and profits are diminished. If wages are too high, capital withdraws and laborers are unemployed."

It occurs to us, that Grand Chief Arthur, while manifestly seeking to harmonize labor and capital, and do away with unnecessary and unprofitable friction, has put upon record expressions well calculated to mislead the public mind, and to perpetuate the very difficulties which he is evidently seeking to overcome. For instance, he says, "without capital labor would starve." That is to say, without capitalists laborers would starve. Just the reverse of this is the case. *Without laborers capitalists would starve*, just as true as without a locomotive engineer another locomotive engine would never draw a train. Admitting for all it is worth that, as society is constituted, there is a mutual dependency existing between labor and capital, still, we hold if all that the world calls capital were destroyed, as by deluge or fire, labor would not starve. It would plow, and sow, and reap, as it does now, feed itself, and with its surplus products feed capital, or capitalists. Mr. Arthur well says, "without labor capital would go to

wreck," and he might have added that without labor there would be no capital upon the face of the earth.

In the discussion of labor troubles, we are not disposed to be hypercritical, and especially are we disinclined to censoriousness, if the writer or speaker is the friend of labor. But it is manifestly true, that while the literature of capital is bold, aggressive, defiant and arrogant, that of labor has been cringing, fawning and cowardly, the fundamental error being that "but for capital labor would starve;" hence, reasoning from such a hypothesis, the conclusion is inevitable, that capitalists hold in their hands the life and destiny of laboring men. We regard this tone in the literature of labor as a great misfortune, a serious embarrassment. It humiliates. It strikes at manhood, independence, and the dignity of citizenship. In this connection we refer to Mr. Arthur's remark that "the capitalist and laborer both attend the same market, the capitalist with money to buy labor, and the laborer with strong muscles to sell labor." The terms "buy" and "sell" as used by Mr. Arthur we regard as unfortunate. In no proper sense does a capitalist *buy* labor in the United States of America. It was once said of a large section of the country that men "owned their labor," they bought and sold it, but in every case the laborer was bought with the labor. When men did not buy labor they *hired* it. When a man buys a thing he owns it—no other person has any claim to it; the owner takes possession, and having bought he may sell, and give title. A capitalist in the labor market with his hands full of money, offering to *buy* labor, and the laborer selling his labor, makes a sorry picture. We are glad it is only a fancy picture, a thing of the imagination. It would be far better, we think, to dismiss such terms as "buying" and "selling" labor. It would be more in consonance with propriety and fact to use the term "hire" instead of "buy," and instead of laborers *selling* labor, it would be better to say they agree to supply the demand for labor. Mr. Arthur, as he proceeds, remarks that

labor is a *commodity* differing from all other *articles* of trade. But labor is not a "commodity;" it is not an "article;" it is not a *material*. Labor is not tangible. It ought not to be called a "commodity," nor an "article." We are permitted to see the effects of labor, its triumphs, but we do not see labor. We speak of skilled and unskilled labor, because we see the difference in design and finish of their products. Labor combines muscle and mind, brain and brawn, heart and hand—aye, it is life itself! It is not a commodity, it is not an article. To buy labor is to buy the laborer; to sell labor is to sell the laborer. Such terms had better be discontinued. Capitalists may prefer them—they may like the idea of *buying* labor—but when working men discuss such topics, they will do well to choose words which, as the signs of ideas, do not place labor and laborers in a false position.

Mr. Arthur remarks that the "purchaser" of labor "cannot afford to pay much less than it is worth." The fact is, that these "purchasers(?)" of labor, with some exceptions, do "afford" to pay much less than labor is worth. They were never known to pay *more* than it is worth, and rarely, if ever, pay what labor is worth. The intimation that the "seller" of labor can't afford to take *much more* than it is worth, in view of all the facts, is the grimmest joke of the times. Did a laborer ever get a chance to take more than his labor was worth? If so, when? where? under what circumstances? Who paid the money? Name the capitalist, and if he paid more than the labor was worth—knowingly, willingly, and because of his largeness of soul—he is entitled to a monument. He stands out separate and alone from capitalists, grand, peculiar, colossal—a Pike's Peak among the Black Hills, a Stromboli in mid-ocean!

In writing and speaking of labor, considering what it does for the world, and what a miserable world we should have without it, we have a right to place it in the lead of capital. Capital is its offspring, and without the fostering care of labor, capital, its heartless child, would perish.

WILLIAM H. VANDERBILT.

On Tuesday, December 8th, Wm. H. Vanderbilt, the Railroad King, and probably the richest man in the world, without warning, fell dead in his palatial home in the city of New York.

This man was born May 8th, 1821, and was, at the time of his death, 64 years and 6 months old, by no means an old man. His father, Cornelius Vanderbilt, known as the "Commodore," was born in 1794, and in his boyhood was distinguished for poverty, illiteracy and energy. He outgrew his poverty, overcame, to a certain extent, his illiteracy, and maintained his energy to the last, and died worth \$100,000,000, the bulk of which fell to the lot of his son Wm. H., now dead. It is now ninety-one years since the old "Commodore was born, and as he was doubtless twenty-one years of age before he began laying the foundation of the Vanderbilt fortune, it has required only seventy-five years to build it to its present colossal proportions. Accounts have it that Wm. H. Vanderbilt died worth \$200,000,000. If this estimate is correct, and the will confirms the reports, then the Vanderbilt fortune has accumulated at an annual average rate of nearly \$3,000,000. It is stated that the dead man's income was \$10,000,000 a year. It cost him \$200,000 a year to live, hence he had \$9,800,000 annually to invest. By his will the dead man distributed among his relatives, we should estimate, about \$100,000,000, reserving a like amount for two sons, who are expected to continue in the fortune building business so that the money monument of the house of Vanderbilt shall perpetuate the name to remote generations. In this, from a standpoint of mercenary ambition, he has acted wisely. As long as the Vanderbilt estate is held together and continues to increase in bulk, there will be an army of fawning sycophants ready to crowd into the presence of the smallest representative of the dynasty, and in the depths of a degradation peculiar to mammon worship, eat any amount of dirt required of them.

Any reference to the Vanderbilts at

once brings to the front and into the boldest possible relief the money of the Vanderbilts, which is likely to obscure everything else connected with this remarkable family.

Manifestly, Commodore Vanderbilt was one of the most remarkable men of the century. He was born poor. He was born to a heritage of hard work. To begin the battle of life, he had a good constitution, a healthy body. He had no money, no rich relations or friends. He had little education, in the ordinary acceptance of the term. He had a healthy heart, every valve in perfect order. He had a healthy brain, healthy blood, and was therefore in a better condition to enter upon the battle fields of life than nine-tenths of those who are born to fortune. The old Commodore had a large share of business sense, which is common sense. He had prescience. He saw coming events and he shaped his affairs so that when the events arrived he was ready for them, made the most of them, was in harmony with them. To use a phrase of the day, he "caught on." He understood opportunities and utilized them. He manipulated circumstances, and, when required created them. He studied the signs of the times. He kept abreast of the material progress of the country. When other men saw through a glass darkly, or saw men as trees walking, the old Commodore saw things distinctly, and as they were. When brilliant young brokers tried to corner the old Commodore's stocks, he was in the habit of saying "these dashing young fellows didn't see things as they be." To "see things as they be" was a faculty of the old steamboatman and railroader abnormally developed. In a word, Cornelius Vanderbilt, the father of the late Wm. H., was a man of exceptionally superior abilities. He didn't make his fortune by "striking ile." His wealth was obtained in the line of legitimate enterprises. He did not buy vast tracts of land, and hold on to them while the enterprise of others made them valuable. He was a pioneer in steamboating and in railroading. He led the way and took his

chances, and as his fortune grew he knew how to handle it. He made few mistakes and became the richest man on the American continent. It is said that he watered stocks—but in his case, the stocks he watered could stand it. In other words, he watered good stocks, but did not overdo the thing.

Having accumulated a colossal fortune he wanted to keep it consolidated. He had watched the development of William's capabilities for the trust, and finally concluded he would do to *tie to*. He had educated him on an old barren farm. William H. was equal to the emergency. He made the old farm fertile, made it blossom, made money out of it. William H. had inherited the energy, the pluck, the tenacity of the old Commodore. He was a "chip off the old block," and he was made heir apparent, Prince Imperial, Grand Duke No. 1, and when the old Commodore handed in his checks, William H. became the millionaire. He took care of his money. He made it make more money, and died worth \$200,000,000. He never gave away much that anybody knows of. If he was given to charity, it has been kept a secret. He understood perfectly that his father did not make him custodian of his estate to give it away, and Wm. H. has been equal to the trust. He built himself a mansion worth about \$1,500,000 and he put pictures in it worth as much more. He liked fast horses and bought those which could make the best time. He didn't take much stock in books. He wasn't a "literary feller." His mission in the world was to make money and hold on to it. He was true to destiny. He didn't antagonize fate. Money flowed in at the rate of about \$70.00 a minute, and he did not complain.

It is worth while to study such men. It would be interesting to know the size and weight of their brains. They exert a tremendous influence upon public affairs. Wm. H. Vanderbilt is credited with saying "d—n the public," but his friends say he only meant "d—n the newspapers which criticised his methods of money making." But it is in harmony with human nature that a man whose income is \$70.00 a

minute should feel a little "stuck up" when brought into contact with those whose incomes amount to \$1.00 a day or \$1.00 a minute. The rule is that great wealth makes men heartless. There may be exceptions, but the Vanderbilts are not of the number. Greed, selfishness, money for the sake of money, has been the ruling passion of the breed, and if one of the name should ever appear on the stage with sufficient soul to recognize the indebtedness of the rich to society for its multiplied safeguards of their property, he or she will redeem the name of Vanderbilt from the odium of venality which now sinks it to the lowest level of selfishness.

The will of Wm. H. Vanderbilt is a curiosity. Such a will was never before probated in any land. No man ever before distributed \$10,000,000 each to eight children. Such opulence of bequests was never before recorded, and when it is noticed how little he gives back to the public in consideration of what the public has done to aid him and his old father to amass a fortune of \$200,000,000, his expression, "d—n the public" may be fully comprehended. New York City owes him nothing—the great State of New York owes him nothing—not a tear, nor a regret. Dead! Aside, perhaps, from those of his household, there was not, nor will there ever be, a mourner at his grave. He lived, made money, held on to it until Death, seemingly disgusted with such a life, and such sordid ambitions, entered his brownstone front palace, without ringing the bell or sending in his card, and without showing the least regard for his guest, another millionaire, made him relax his hold upon stocks and cash, and at one stroke leveled him to the plane of a dead beggar. *Sic transit gloria mundi.*

THE city of Indianapolis is to have a new union depot. The city is a great railroad center, and can boast of having about the meanest railroad depot in the country. The new depot will be a credit to the city and to the railroads contributing to its construction.

BLACK-LISTING.

At the Annual Convention of the Brotherhood of Locomotive Firemen, held in Philadelphia in September last, the following resolution was offered, and passed without a dissenting vote:

Resolved, That we, as an organization, condemn the black-listing scheme now being practiced by certain railroad managements.

The phraseology of that resolution is exceedingly temperate. It bears the impress of great moderation, a peculiarity which "certain railroad managements" have not, we presume, overlooked. It is difficult to properly characterize the "black-listing scheme of certain railroad managements." Discussions touching the great interests involved in the railroad enterprises of the country should be conducted with special reference to the proprieties of speech—as the phrase goes, should be "parliamentary," that is to say, attack the wrong with the severity its enormity demands, but omit personalities of a character to stir up wrath.

The resolution we have reproduced as the basis of what we have to say, voices the sentiments of fifteen thousand members of the Brotherhood of Locomotive Firemen. This we have a right to say, and we believe the resolution, could it be offered in a mass meeting of the wage men of America, would be adopted without the discordant sound of a single "no." Why this unanimity of workingmen, the wealth producers of the continent, against the "black-listing scheme of certain railroad managements." It is because black-listing is a sentence involving, in many instances, penalties scarcely less extreme than death. To be discharged from employment is often a sentence of terrible severity. We make no plea for bad men, men unfaithful to duty, whose derelictions bear the stamp of viciousness, inherited or acquired, dangerous men, themselves corrupt and corrupting others with whom they come in contact, or with whom they are associated. But such men are a small minority of those who from time to time receive their discharge

from "certain railroad managements."

It often occurs that the man discharged is simply disliked by the "management," because of incompatibility of disposition, the wrong being as often with the "management" as with the employee. We could enumerate instances indefinitely, but it is not required—the reader can readily supply cases in proof of our position. To place the names of such discharged employes on the black list, to lay so much as a straw in their way in securing employment elsewhere, to intimate that they are unworthy of employment, to help consign them to idleness, and all the attending ills of idleness, poverty and crime, wrecked homes and wrecked families, becomes a wrong of such haggard enormity that it cannot be contemplated with composure. It was, therefore, eminently fitting and proper for the representatives of the Brotherhood of Locomotive Firemen to pass a resolution condemning the "blacklisting scheme."

The benevolent sentiment of the country in regard to convicts released from prison finds expression in a desire to provide employment for them, as a means of winning them from wickedness. These philanthropists say, and they are right, that idleness on the part of the released convict will certainly lead him back to his old criminal life and practices; that he will prey upon society, and finally find his place again in prison. Hence, they hold that to black-list released convicts is a crime against society, its peace and security; that the proper thing to do is, to extend a helping hand, and secure, if possible, for the felon honest work. It should be understood that black-listing operates to compel its victim to remain in forced idleness, and, as a consequence, take all the chances of the ills of idleness of which it is the prolific parent. It is bad enough to be idle, without being compelled to wear a mark of displeasure of any employer. The black-listing stigma is intended to signify infamy, without giving the victim a chance to be heard in his own defense. Black-listing is autocratic, an

exhibition of one-man power without one redeeming trait. It is the prerogative of the Czar of Russia or the Sultan of Turkey to deprive any individual of their realms of property, liberty or life, and a railroad management which discharges an employe and then black-lists him, does what it can in precisely the same direction. Without work is to be without food, clothing or shelter, without home, an exile and a wanderer on the earth. Life becomes a desert without an oasis, and the result is suicide or crime. We challenge the record. We are not boastful of our prowess, but here, and now, we challenge the champions of black-listing workingmen to enter the arena of debate with us. Our columns are open to them. If they have courage, let them write over their own proper signatures, and they shall be welcome to the trophies they win in the contest.

Manifestly, black-listing is not a winning card. It is not destined to thrive on American soil. It is violative of fundamental principles of right and justice. It can never find favor with honorable men. More. We are confident that the courts, if appealed to, would set the seal of their condemnation upon the black-list scheme. When an employer discharges an employe, the search for employment ought not to be made to pay another penalty. From that moment the courts will say, "Hands off! Follow him with black-listing embarrassments at your peril." If the subject could be agitated when political campaigns are under way, no aspirant for legislative honors, in state or nation, would dare to champion the cause of black-listing workingmen. On the contrary, they could easily be brought to see the stupendous injustice of the scheme, and would pledge themselves to right the wrong by legal enactments, and to this it should come, and will speedily come, if workingmen are true to themselves.

COOPERAGE in the United States leads all other countries, because we have the best timber for the business, and in the greatest abundance.

DISMISSAL OF EMPLOYEES.

A New York dispatch of recent date refers to a trouble of the Long Island Railroad Company with its locomotive engineers, owing to the discharge of an engineer named Miller. Mr. Barton, the Superintendent of the company, speaking of the trouble, says:

"The only question is: Shall we run our road, or is the Brotherhood to run it? The man Miller, who is causing the trouble, was discharged with many others at the end of the busy season. We always retain the oldest employes. Miller was not one of these; besides, his record was not good. That his being a member of a committee that waited upon the President caused his discharge is absurd, as others who served on the same committee are still employed. We do not propose to be dictated to by the Brotherhood, and if the worst comes we will pull our trains off for a month or more. But I do not believe there will be any strike, as the majority of our engineers are not in sympathy with the Miller faction. Then, we can get plenty of men. I have a drawer full of applications now on hand."

There are several things connected with the transaction other than the running of the railroad by the Brotherhood of Engineers. As a matter, of course, we do not pretend to know anything about the discharge of Engineer Miller except what is found in the dispatch, and the reason there set forth is by no means serious, but the discharge is serious. It should be understood that to discharge an employe is generally a serious matter. As a general proposition, we do not believe the gravity of a discharge from work is comprehended. It often means prolonged idleness, destitution, and all their aggravating concomitants. A discharge is a sort of capital punishment. We mean by this the extreme limit of the power of a railroad Superintendent, or other high official, in any of the great enterprises employing laboring men. It is a case in which there is no appeal; right or wrong the workingman must go. He may be

penniless, he may have wife and children dependent upon him, but he must go. He cannot take his case to any other tribunal. The decree, like those of the Medes and Persians, is unchangeable, and, strange to say, with such a condition of things we are treated daily to high wrought periods about the indissoluble ties which bind capital and labor in the bonds of mutual interest. In the case of the Long Island Railroad, Mr. Barton don't propose that the Brotherhood of Engineers shall have any voice in running the road, and the Superintendent proposes to pull the trains off the road and shut up shop rather than permit the engineers to participate in the management of the business. He is prepared to promptly and effectually *divorce* labor and capital. We do not write for the purpose of discussing this particular case, but rather to call attention to the fact that capital and labor are usually harmonious when capital dictates the terms of the compact and labor submits.

But there are other features in the case which warrant reflection, and in which workmen show up to a disadvantage. The engineers, says Mr. Barton, are not united, or that "a majority of the engineers are not in sympathy with Miller." This division is always fatal when a wrong is to be righted, and labor wrongs never will be righted unless laboring men unite for that purpose. A wrong inflicted upon one laboring man should touch every other laboring man. We could readily introduce illustrations of the idea. If the great government of Great Britain learns that one of its humblest subjects has been wronged in any part of the habitable globe, it at once puts in operation its mighty power to redress that wrong, and, if required, fleets and armies are sent forth to see that the obscure man, claiming the protection of his government, has justice done him. The reader can readily supply illustrations of the quick response of communities, corporations, etc., when one person or interest has suffered, and that anything less answers the demand when a wrong

is done to a humble toiler is not creditable.

But Mr. Barton remarks further, "We can get plenty of men," and he doubtless tells the truth. What is the lesson taught by the remark, "We can get plenty of men?" He means plenty of engineers, and he means he can get plenty of engineers whether, by the discharge of Miller, he was right or wrong. If he was right, if Miller did that which was improper, if he was not faithful to duty, he ought to have been discharged. But if Miller was unjustly discharged, if his rights were outraged, then every Locomotive Engineer on the road ought to have made his case their own, and to have stood by their fellow-workman to the extent of their ability. Then Mr. Barton might have reconsidered his decree and the wrong might have been promptly righted. Let us hope that a brighter day for labor is dawning and that there will be more equitable regulations governing the alliance between labor and capital.

THE Bay State Monthly for November has a readable article on the present resources of Massachusetts, which contains much valuable information. In regard to the service, equipment and management of the railway system of the State, which is pronounced "well nigh perfect," it said that "out of 4,100 miles of track in the State, 2,453 are laid with the steel rail. Including the 1,150 engines, 1,554 passenger cars, 394 baggage cars, and 24,418 freight cars, the total cost of railroad equipment in the State has been \$178,862,870; from this investment the total earnings in 1884 reached \$33,020,816, from which \$4,568,274 were paid in dividends. The number of passengers carried was 57,589,200 and 17,258,726 tons of freight moved. One of the most important elements of her system of roads is the Boston & Albany. Its engine service the past year was 5,680,060 miles, the company carried 94,721 through passengers and 8,699,691 way, and the total earnings were \$8,148,713.34 and total expenses were \$5,785,876.98." The present population of Massachusetts is 1,941,465, a gain of 158,380 since 1880.

WM. T. GOUNDIE, Esq., Superintendent of the New York Elevated Railways, has favored us with a statement showing the number of passengers carried by all the elevated railway lines of New York City, and gross receipts of the same from the first operation of the road, January 1st, 1872, to September 30th, 1885, thirteen years and nine months. These roads began operations with three-and-a-half miles of track; they now have thirty-two miles, and have carried between the dates named 577,820,287 passengers, the gross receipts for which was \$41,076,204.58. In commenting upon the business of the roads, Mr. E. F. J. Gaynor, Auditor of the system, says, "The introduction of five cents fares on Sundays reduced the gross receipts for the year ending September 30, 1885, over \$100,000. The daily average number of passengers carried during the year ending September 30, 1885, was 283,164. The greatest number of passengers carried during any one day was 400,076, and these were carried without the slightest accident to any one, and without extra precautions on the part of the management. The capacity of the roads has never been fully tested, but we are of the opinion that we can carry, with safety, at least 500,000 per diem with our present facilities. Since the opening of the roads only one person has lost his life after being on board the cars, and that was due to his own carelessness. This fact has not its equal in the world's history of railroading." The statement of Mr. Gaynor shows a steady increase in the business, and that the net surplus for the month of

October, 1885, after paying operating expenses, interest on bonds, and all taxes, and six per cent. dividend on stock, was \$19,133. Such figures indicate pretty conclusively that the elevated railway system of New York City is one of the most important enterprises of the times.

THE honor paid to E. T. Jeffery, Esq., by the directors of the Illinois Central Railroad by making him in name as well as in fact General Manager, was an evidence of appreciation of splendid abilities which speaks trumpet toned for the management of the Illinois Central system. As a reward of merit the promotion of Mr. Jeffery will be recognized by all who know him. He is an honor to the profession, a broad-gauge man, one of nature's noblemen, and the right man in the right place.

THOUSANDS of Locomotive Firemen, members of our Brotherhood, will learn with profound sorrow of the great misfortune that has befallen Hon. Albert G. Porter, ex-Governor of Indiana, by the death of his estimable wife, which occurred in Indianapolis early in the month of December last. Governor Porter has always been a friend of our Brotherhood, and on more than one occasion has attended the meetings of the Order and given the membership cheering evidences of his friendship and sympathy, and now that his beautiful home has been made desolate by the loss of a beloved wife, he has the sympathy of the members of our Brotherhood throughout the country.

LIFE AND DEATH.

The rose that scents the silent gloom,
And sweetly breathes its life away,
Knows not that every breath of bloom
But leaves it nearer to the tomb,
Nor can it taste in the perfume
The odor of its own decay.

The dew that seeks the fragrant bower,
And softly sips the scented sweets,
Enjoys the lifetime of an hour,
And then in a delicious shower,
Descends into some other flower,
And, weeping, dies in its retreats.

The Day, whose wings supremely bright
Expand majestic over all,
Expend his life, yet lives in light,
While close behind his shadow, Night,
Pursues him in his silent flight,
And, like a specter, weaves his pall,

And Life and Death are Light and Shade
And each inhales the other's breath:
From Death's cold ashes Life is made—
As roses spring where roses fade—
And Life in his sublime parade
Is still the unconscious sire of Death.

—Edmund Merivale.

FRONTIER REMINISCENCES.

"Vouchsafe all those that have not read the story.
That I may prompt them; and for such as have,
I humbly pray them to admit the excuse
Of time, of numbers, and due course of things,
Which cannot in their huge and proper life
Be here presented."
—Henry V.

It was late in the month of September, 1866, when E troop of the Second Cavalry, together with C troop and some infantry, then stationed at Fort Laramie, were ordered to proceed to a designated point on the North Platte river about 120 miles Northwest. This designated point was situated in the Valley of the Platte, and was known from the moment that we pitched our tents among its clumps of sagebrush, as Fort Casper. The Casper range of mountains, eight miles distant, was our western horizon, and seen from the garrison had very much the appearance of the Humboldt range in Nevada when seen from Clover Valley; it was heavily timbered with pine, loud odored and prince of firewoods, that furnished us with logs, the building material of our quarters, stables, kitchen, etc., in fact, Fort Casper, sitting there in its white, wide fields of snow, the frozen river on one side and the huge half dark, half lit mountains on the other, was a veritable settlement of log houses, and so constructed for defense that to look at it one would be reminded of the dwellings of the path-finders when Priscilla's sweet eyes looked love at John Arden, or when mad Anthony Wayne swept Stony Point.

On arriving at our destination the troops were divided into sections; some were engineers, these armed with a picket-line for a measuring chain, and a couple of miniature telegraph poles for theodolite and transit instruments, laid the plans and marked the sites to build upon; others were detailed: To labor with the towering pines, so straight, so tall,
And bear them into camp,
Where they were fashioned into shape
To fit their fellows in the timbered wall.

Our carpenter's "kit" was made up of axes, saws, hatchets, hammers and nails, principally large nails; these were our tools, they were crude but they were the best we had. There they stood, buildings of heavy logs, with the bark where it grew, nailed in their place, and allowing their battered, mutilated ends to project over:

Like the wind-swept face of a brave old tar.
That look'd out from the end of a swinging spar.

No one would suppose, from their appearance, that those houses were built by cabinetmakers, not a bit, it was evidently not the intention of the designers that they should, nor were they. They were built by men who were cold, hungry and exceedingly anxious to get in the shelter. All had their apportioned work to perform, and soon Fort Casper began to raise its head and look towards its neighbors—the nearest were at Fort Laramie. Perhaps these long low buildings, facing each other, forming a hollow square, with the great tall, tapering, bark-stripped pine, standing in the center, flying the stars and stripes, were picturesque, I have no recollection of taking that view of them at that time, it was too cold, and there was entirely too much snow, long before they were completed, and for many months afterwards, to be interested in the beauty of the picturesque. Beauty, natural or artificial must, to be appreciated, display its charms to other than hungry humanity.

The surrounding country abounded in game; in the mountains were bears and wolves—though wolves are hardly considered game—along their base roamed droves of elk and deer, while nearer the fort, making their home and their dinner in the sage brush were a goodly supply of rabbits and prairie chickens. The wolves that sheltered in the timber of the Casper Range were those large gray mountain wolves, fierce brutes, but having an excellent thick fur that rendered us good service that winter. Two pelts made a blanket of generous size, one was ample for a pair of leggings, though the buffalo robe was usually the material used for that purpose; they were made to cover the boot, entirely enclose it, and reached to the hips, opened all the way down to the ankle, and strapped to the limb. The most popular use of the wolf robe was the extraordinary head-dress to which it was converted. This cap was generally made from a small pelt or portion of a large one; the full face of the wolf was preserved with the hide and placed in front, the wide distended nostrils reaching down over the forehead, the small well-shaped ears, having an apparently settling inclination (as they naturally do when the living owner is provoked to fight), stood

prominently on each side, on some, the paws were allowed to hang loosely from the top; the cap continued down the back of the neck till it covered the collar of the coat, and from that extremity hung the wolf's bushy tail. They were so constructed as to have the fur inside and outside. I had often seen with the Indians, caps similar to those that I have described, but made from the fur of the wild cat. They used them for the purpose of frightening stock to a stampede. I learned from an experience, which I never had any desire to repeat, the manner in which this exciting and risky business is conducted. The qualifications and necessary articles required for the successful carrying out of such an undertaking are: A spirit of bravery and dash—as though your entire education was founded upon the sentence: "No laurels without risks;" indeed the Indian's education seems little else—one or two good pistols, an unquestionably good horse, one that you know, and over whom you have absolute control, and an eye like what the French call "*Oeil Americaine*," nothing escapes it; add to this an active healthy, body, with a good judgment, of quick decision, and your man awaits your commands. A half dozen such characters, equipped as above described, can dismount a squad of cavalry so quickly and so completely that, like the memories of yesterday, they would scarce believe they had ever been mounted. However, I will not, at the present enter into the detail of these exploits in which these grotesque caps play an important part. It is true they were heavy to wear continuously, but the piercing cold of that winter made them sit lightly on our heads, indeed they proved invaluable as a night cap in the bivouac, a bivouac without the camp-fire; under such circumstances a campfire at night does for the Indian what the dark lantern does for the burglar; I am now referring to a small scouting party of from five to twenty, who instead of placing a guard to walk the snow as a moving target between the fire and the silent, swift-shooting arrows—his death makes no alarm to his sleeping comrades—quietly break their first camp, where they had early in the evening, made their coffee and drank its warmth, and move about a mile up or down the cold but friendly lit-

tle stream, remove the bit from the horses' mouth, loosen the girth, and settle to sleep in the shelter of the brush, taking their turn to guard, a motionless watcher to wake the next.

Tim Fagan.

[TO BE CONTINUED.]

JOHN McCULLOUGH.

"The Noblest Roman of them All."

Weary and worn the tired player
Has laid his laurel crown aside,
Sword and toga and the dagger
Which pierced the sweet Virginia's side
In the forum where the tyrant
Made assault against her freedom
And by the hand of him she died.

Better death than shame, dishonor!
Better heaven than living hell!
Lay aside the robe of glory.
Some one else must tell her story,
But none will do quite so well.

The gladiator, with his cohorts,
Fighting in the streets of Rome,
For his captive wife and honor
And his dear Thracian home.
See the shackles how they've fallen
From the hands they ne'er shall bind;
Spartacus is dead forever
And his like does not abide
With any man this side the river
That divides the spirit land.

There was something in his manhood—
Scorn of wrong and manly pride!
Lay his laurel wreath aside
Till some one earns the right to wear it,
Just as proud as he has done.
Hang it in the halls of Clío
While the sands of time may run.

With a heart and hand for many,
And a love for art and fame,
He toiled up the steepes of glory,
Gaining fortune, winning fame,
Claiming tears as tribute, often
Making pity's eyes to soften,
Calling on "the gods" for thunders
Of applause for mimic wonders.

Claiming pay, service rendered,
When dear Venice he defended,
Loving well the flag he bore.
With his good sword deftly handled
Until not a single sandal
Of the stranger soiled her shore.

Close the scene, ring down the curtain,
Turn out the lights, the task is done;
No longer shall his genius thrill
With pleasure the expectant throng.
The tale is told, the play is over,
Let fame's loud pean be his song.

—*Bartley Campbell.*

CONSOLATIONS OF INGERSOLL.

A Letter from the Great Unbeliever to a Grief-Stricken Mother

San Francisco Post.

It is not long since a lady of this city was suddenly overwhelmed by a great affliction, that, coming like a thunder-bolt upon her, for a time threatened her life. Her son, and only child, had gone on a short business journey, expecting soon to return. Sudden and fatal illness overtook him, and a brief telegram announced the dreadful tidings to his heart-broken mother. The terrors of Calvinistic creed, in which she had been brought up, and according to which, as she well knew, there was no hope of future happiness for the unconverted young man, added greatly to her agonizing grief over his death, until her friends feared that her reason, if not her life, would be destroyed. A lady friend, who had sympathized deeply with her and vainly sought to console her, informed Colonel Ingersoll, and begged him, if possible, to write something which might at least relieve in a measure the terrible apprehension as to the fate of her son, under which she was suffering. The following is his letter, which was in a good measure effective:

MY DEAR MADAM: Mrs. C— has told me the sad story of your almost infinite sorrow. I am not foolish enough to suppose that I can say or do any thing to lessen your great grief, your anguish for his loss, but maybe I can say something to drive from your poor heart the fiend of fear—fear for him. If there is a God, let us believe that He is good, and if He is good, the good have nothing to fear. I have been told that your son was kind and generous; that he was filled with charity and sympathy. Now, we know that in this world like begets like, kindness produces kindness, and all good bears the fruit of joy. Belief is nothing, deeds are everything, and if your son was kind, he will naturally find kindness wherever he may be.

You would not inflict endless pain upon your worst enemy. Is God worse than you? You could not bear to see a viper suffer forever. Is it possible that God will doom a kind and generous boy to everlasting pain? Nothing can be more monstrously absurd and cruel. The truth is that no human being knows any thing of what is beyond the grave. If nothing is known, then it is not honest for any one to pretend that he does know. If nothing is known then we can hope only for the good. If there be a God, your boy is no more in His power now than he was before his death—no more than you are at this moment. Why should we fear God more after death than before? Does the feeling of God toward His children change the moment they die? While we are alive they say God loves us; when will He cease to love us? True love never changes. I beg of you to throw away all fear. Take counsel of your own heart. If God exists your heart is the best revelation of Him, and your heart could never send your boy to endless pain.

After all, no one knows. The ministers know nothing. All the churches in the world know no more on this subject than the ants upon the ant-hills. Creeds are good for nothing except to break the hearts of the loving. Let us have courage. Under the seven-hued arch of hope let the dead sleep. I do not pretend to know, but I do know that others do not know. I wish I could say something that would put a star in your night of grief—a little flower in your lonely path—and if an unbeliever has such a wish, surely an infinitely good being has never made a soul to be the food of pain through countless years. Sincerely yours.

R. G. INGERSOLL.

THROUGH LIFE'S LAST DOOR.

Abijah Joy Passes to a Land Where there Are no Sorrows to Relieve.

Detroit Free Press.

Abijah Joy, one of the best known figures in the police history of Detroit, the whole-souled, good-hearted and universally popular "Bijah," died in Harper Hospital at 9 o'clock Monday night. Abijah was appointed doorman at the Central Station September 21, 1867. When the Trumbull Avenue Station was built he was transferred to it in the same capacity and with the opening of the Twentieth Street Station, the scene of his services was again moved westward. He continued to act as doorman at the latter station until about three years ago when he was retired by the commissioners in consideration of his long and faithful services. About a month ago he was admitted to the hospital for treatment for rheumatism, to which disease he finally succumbed.

Bijah was a "character." Long before the Free Press emphasized and sent into the far corners of the earth his fame, he had been known of men as a figure to be remembered and spoken of with interest and pleasure. The writer's personal recollections of him go back to the time of his royal dignities when he "first put his uniform on" as special officer at the Detroit & Milwaukee depot. There he first achieved the kind of glory that was so dear to his heart—the glory and the distinction alike of being an official friend to the friendless. The courtliness and the reassuring cordiality with which he would escort the least attractive old woman—whether native or immigrant, whether well or ill-clad, whether rich or poor—to and from the trains *which he owned*, in the handsome depot which he owned—was truly beautiful to see. And then the parental dignity of his watch upon the bootblacks who frequented the neighborhood; and upon the turbulent hackmen, to whom he was a kind of Nestorian mentor and mild terror! It would require volumes to do justice to his public services in these behalfs, and there will be many a gray-haired reader of this paper—travelers of those Bijah days at the Detroit & Milwaukee Depot—who will recall the massive figure and "good gray head" and stentorian heartiness of the genius of the place. Why, Bijah actually gave character to all that region about and was seemingly as much a necessity as the superintendent of the road or the dear, old, beloved President, Bijah's friend and patron, and everybody's model of manhood, C. C. Trowbridge himself.

In course of life's changes Bijah became a duly initiated member of the metropolitan police. Magnificently accoutered in parade uniform, and all things thereunto pertaining, he realized at last his rosiest dreams of empire. Discipline was too nar-

row a thing for his expansive soul. With a laugh like that of Walter Boythorne, so well described by the author of "Bleak House," he never permitted state propriety to lessen its natural volume and you were as likely to hear it on semi-annual review as within the walls of that Central Station with which his name and renown are inseparably associated. When he became practically disabled by weight of years from pursuing the festive burglar or participating in those inspiring "raids on the Potomac," which in years gone by so often employed the force, he was given an inside billet. They called him janitor of the Central Station, but he was far more than that. He was its good fairy, the source of endless supplies of red candy for lost children that found their way into his keeping and sobbed themselves to sleep on his broad breast day after day, never the same waif twice. Nothing that has been written of him in jest or in serious part, concerning his relations to and love for children, was ever exaggerated. His was one of those kindly natures that tackled to the unfortunate with readiest sympathy, and when "thet ther' unfort'net" chanced to be a child all the tenderness of his great, brave, sweet soul was called into activity for its relief. The late hour at which this is written makes it imperative to pass over in silence much that ought to be said, and eloquently said, of this good old man's life. His years were many, but the youth of his heart was imperishable, and even so is the memory of his simple nature and countless deeds of good will to men.

Bijah was a native of Philadelphia. In early manhood he worked on the Michigan Central Railroad, firing, if memory serves the writer, and he was long an active member of the Volunteer Fire Department of Detroit.

"Why," asked the fat passenger, "does an engineer always call his engine 'she'?" There was a moment of embarrassing silence, when the man on the wood box said something about her headlight," which was followed by a hollow groan all along the line. "Because," ventured the tall, thin passenger, "the more you throttle her the faster she goes." But this was barred out under the rules. The man with sample-case suggested: "Because she runs the mail," but everybody said "ah, there!" so sarcastically that he apologized. The cross passenger said: "Because there is so much bustle and bang about her," and he was fined cigars for the crowd on the spot. The bashful passenger said maybe it was because she "pulled the smoker," and he was hissed off the stage. And longer had they sung, but the woman who talks bass closed the lodge by croaking: "Because we couldn't get along without her."—*Burdette.*

GOING TO STAY OVER NIGHT.

A Genuine Picture of Missouri Hospitality in the Wilds of Nevada.

Dan de Quille in New York Sun.

During a long and weary journey through the wild and arid mountains of eastern Nevada a prospecting miner is surprised to find a ranchman's cabin. He gladly turned toward it. When he finally arrived at the bars, tied up his donkey, let down a bar, entered the inclosure, and approached the house, the ranchman—with extended hand and a face that showed a smile in every square inch of it—advanced to meet him. Then his cheery voice rang out:

"Stranger, howdy! Glad to see yer! Cum fur?"

"So fur as that, hey? Wall, wall—blast me, stranger, howdy! Wall, wall—glad ter see yer, by jingo!"

"Kin yer git to stay all night? Wall, I reckon yer can't git ter do nothin' elst! Thar hain't another house within thirty miles o' here. Yas, stranger, yer kin git to stay all night—blast me! yer jist kin!"

"Hyar! John Thomas—John Thomas! John Thomas, my boy, let down the front bars and lead in the gentleman's jackass. Take him round to the east side o' the pig pen, whar the mornin' sun'll strike him, and throw an armful o' fodder over the fence."

"Yas, stranger, yer kin git to stay all night."

"John Thomas—ho, John Thomas! John Thomas, my son, give the stranger's jackass a bucket o' water."

"Looks to me, stranger, like you're one o' them prospectin' pilgrims. Yas? Wall, I thought so—blast me, I thought so! As fur as ever I seed you up the hill I thought so. Blast me, yas. I sed to myself that you was one o' them prospectin' pilgrims."

"Sairy Jane, wife! I say, Sairy Jane, in the house thar! You kin cut the crook-necked squash—the stranger'll stay."

"John Thomas—John Thomas, boy; don't yer hear yer daddy call! Yes? Wall, then, attend to business. Give the stranger's jackass a bite o' barley."

"Julia Ann, my girl, don't stand starin'; run and pull a mess o' turnips."

"Blast me, stranger, ef I hain't glad to see this section a-gittin' so populous! Come, we'll walk into the house. But first—John Thomas, boy! John Thomas, bring in all the stranger's things off'n his jackass."

"Walk in—walk in. Take a seat in that big split-bottomed cheer what stands by the corner of the h'a'th. It's the easiest cheer in the house, 'ceptin' that one with rockers onto it, that you see my ole mammy a-settin' in."

"I say! Sairy Jane, wife, are you out thar in the kitchen? Yer are? Wall, I'm goin' out to cut the head off'n a yellow-legged hen, so put on the pot and have some scaldin' water ready."

"Git to stay all night? Wall, stranger, yer couldn't git ter do nothin' else if yer tried!"

"Susie, child, git yer daddy his coat; then jist take the stranger' carpet sack an' put it under the bed out in the best room."

"Yas, yas! I know, Susie, child—I know that! But your gran'mammy kin sleep in the trundle bed, 'long with you and Julia Ann and Amandy Ellen; yer mammy an' me kin take little Jimmy and Mary Louisa inter bed 'long with us, and George Alexander is big enough to go up inter the loft 'long o' the other boys. But, afore yer go, child, jist git a coal o' fire off'n the h'a'th fur yer gran'mammy's pipe; don't yer see she's a-waitin'?"

"What, stranger! Yer kin spread yer blankets an' sleep on the floor? No, stranger, yer jist can't spread yer blankets an' sleep on the floor! Wall, blast me! Spread his blankets an' sleep on the floor! Wall, by jingo!"

"Stranger, thar hain't another house in thirty mile; an' what does the Bible say 'bout entertainin' a stranger unawares? Git to stay all night! Wants to spread his blankets! Bless my soul, by jingo!"

"Sairy Jane, wife, be particuk'ler an' peel a few pertaters to put in 'long with the chicken!"

"John Thomas, my boy, run out now an' ketch up Bull, Watch, Tige and old Bose, an' tie 'em up; they might take to worryin' the stranger's jackass durin' the night, but yer kin let the four pups run loose."

"What! Old Bose is under the bed? Git the broom and poke him out. He's the con-sarnedest dog fur sleepin' under beds that I ever see!"

"Amanda Ellen, girl, pick a basket o' chips and help your mammy while I go fur that hen."

"Sairy Jane, wife! Sairy Jane, yer might jist dash a few dough dumplin's inter the chicken among the pertaters, ef the stranger likes 'em."

"Asked ef he could git ter stay? Blast me!"

"Sairy Jane, wife! Better bake a short-cake for supper!"

Old age often comes of rust, treadmill, living in ruts, learning nothing new, insisting one is too old to learn. A young man marries at twenty-three; the woman ditto; they give up recreation, get into the social treadmill, turn their lives into business, housekeeping, calling and receiving calls. At forty they are mere mechanics. Now they begin to lay up for old age; they begin to feel old, get old; think old, and they are old. Ericsson is active with work and invention at eighty-four; Gladstone, in his seventies, is ruling England; De Lesseps canaling at eighty. To remain young we must act, feel, and hope like the young.—*Dio Lewis' Nuggets for December.*

BIOGRAPHY OF SPARTACUS.

Bill Nye Tells How Spart Became a Successful Warrior.

New York Mercury.

Spartacus, whose given name seems to have been torn off in its passage down through the corridors of time, was born in Thrace and educated as a shepherd. While smearing the noses of the young lambs with tar one Spring, in order to prevent the snuffles among them, he thought he would become a robber. It occurred to him that this calling was the only one he knew of that seemed to be open to the young man without means.

He had hardly got started, however, in the "hold up" industry, when he was captured by the Romans, sold at cost, and trained as a gladiator in a school at Capua. Here he succeeded in stirring up a conspiracy, and uniting two hundred or more of the grammar department of the school in a general ruction as it was then termed.

The scheme was discovered and only seventy of the number escaped, headed by Spartacus. These snatched cleavers from the butcher shops, pickets from the Roman fences and various other weapons, and with them fought their way to the foot hills, where they met a wagon train loaded with arms and supplies. They secured the necessary weapons thereby to go into a general war business and established themselves in the crater of Mount Vesuvius.

Spartacus was a man of wonderful carriage and great physical strength. It had always been his theory that a man might as well die of old age as to feed himself to a Roman menagerie. He maintained that he would rather die in general free fight, where he had a chance, than to be hauled around over the arena by one leg behind a Numidian lion.

So he took his little band and fought his way to Vesuvius. There they had a pleasant time camping out nights and robbing the Romans daytimes. The excitement of sleeping in a crater added a wonderful charm to their lives. While others slept cold in Capua, Spartacus cuddled up to the crater and kept comfortable.

For a long time the little party had it all their own way. They sniffed the air of freedom and lived on Roman spring chicken on the half shell, and it beat the arena business all hollow.

At last, however, an army of 3,000 men was sent against them, and Spartacus awoke one morning to find himself blocked in his crater. For a while the outlook was not cheering.

Finally, with ladders made of wild vines, the little garrison slipped out through what seemed an impassable fissure in the crater, got in the rear of the army and demolished it completely. That's the kind of a man that Spartacus was. Fighting was his forte.

Spartacus was also a good public speaker. One of his addresses to the gladiators has been handed down to posterity through the medium of the Fifth Reader, a work that should be in every household. In his speech he states that he was not always thus. But since he is thus, he believes that he has not yet been successfully outthused by anybody.

He speaks of his early life in the citron groves of Syrsilla, and how quiet and reserved he had been, never daring to say "gosh" within a mile of the house; but finally how the Romans landed on his coast and killed off his family. Then he desired to be a fighter. He had killed more lions than any other man in Italy. He kept a big crew of Romans busy, winter and summer, catching fresh lions for him to stick. He had killed a large number of men also. At one matinee for ladies and children he had killed a prominent man from the North, and had done it so fluently that he was encored three times. The stage manager then came forward and asked that the audience would please refrain from another encore as he had run out of men, but if the ladies and children would kindly attend on the following Saturday he hoped to be prepared with a good programme. In fact, he had just heard from his agent who wrote him that they had just purchased two big lions and also had a robust gladiator up a tree. He hoped that he could get into town in a day or two with both attractions.

Spartacus finally stood at the head of an army of 100,000 men, all starting out from the little band of seventy that cut loose from Capua with borrowed cleavers and axhandles. This war lasted but two years, during which time Spartacus made Rome howl. Spartacus had too much sense to attack Rome. But at last his army was betrayed and disorganized. With nothing but death or capture for him, he rode out between the two contending armies, shot his warhorse in order to save expenses, and on foot rushed into the thickest of the fight. This was positively his last appearance. He killed a large number of people, but at last he yielded to the great pressure that was brought to bear upon him and died.

Probably no man not actually engaged in the practice of medicine ever killed so many people as Spartacus. He did not kill them because he disliked them personally, but because he thought it advisable to do so. Had he lived till the present time he would have done well as a lecturer. "Ten Years in the Arena, with illustrations," would draw first rate at this time among a certain class of people.

Two thousand years have not refined us so much that we need be puffed up with false pride about it.

A BACKWOODS "VISITING DAY."

Enjoyment of People Whose Amusements Are Limited—Neighborly Greeting.

Youths' Companion.

A teacher in a backwoods region thus describes the arrival of visitors one Sunday morning at his boarding house:

They came about 9 o'clock in the morning, in a large wagon, father mother and eight children all seated on straight backed wooden chairs painted green, with sheepskin or rope seats.

The wagon was a rickety, unpainted vehicle, and the horses were real "bags-of-bones."

"Well, good land o' massy! Is this reely yeow?" cried my landlady, rushing out to meet the visitors.

"Looks like us, don't it?" gurgled the mother of the visitors. "Haint our spirits nohow."

"How do yeow do? Git out, and come right in. All well?"

"Well's common; how's all your folks?"

"Oh, so 's to be 'round, but pap aint feelin' right peert. I'm tickled to death to see you! Here's Looocindy."

"Looocindy" grinned.

"And here's Alcindy."

"Alcindy" grinned.

"And Mary Emmeline."

Mary Emmeline also grinned.

"And all the rest of you."

"All the rest put their fingers in their mouths and giggled.

"How do you come on, Mister Jinking?"

"Oh, middlin', middlin'."

"Ain't seen any of you fer a coon's age. Didn't know but you'd all dried up, and blowed away."

Everybody giggled or roared over this.

"Well, all of you walk right in, and set down and take off your things, and make yourselves right at home. I must fly 'round and git dinner. Here you, Jack, go out and kill four chickens; and you bring a ham and taters up from the cellar, Harriet Jane; and bring a jar of plums, and one of gooseberries, too. You ain't goin' to get much dinner here, folkses."

"La, Mis' Simmons, an' you the best cook in the country."

"Now, Mis' Jinkins."

"Deed you air."

"Land o' massy, an' I cayn't make a thing fit fer a pig to eat!"

Loud protest from Mis' Jinkins. "Pap" Simmons puts in appearance.

"Well, I do yum! How air ye, Jinkins, an' Mis' Jinkins, an' the hull caboodle of ye. Glad to see ye. All look natcherell as an old shoe."

The "comp'ny" stays all day, and an incessant chatter is kept up. The trifling affairs and incidents of the neighborhood are discussed in every possible light.

THE PERSIAN SHAH.**How his Days are Spent at Teheran.**

Nusr-ed-Deen Shah, the reigning sovereign of Persia, says S. W. Benjamin, in Harper's Magazine for January, is a man of good and progressive ideas, patriotically inclined, but often hampered by the character of his entourage and the menacing aspect of Russia, frowning upon any progress in Persia that would tend to add to the independence of an ancient monarchy that she hopes eventually to absorb without resistance; a problem that, in my opinion, is not likely to be as easy as she supposes. The Shah is a man fond of the chase, a bold and skillful marksman, of social disposition, and prefers, as far as possible, to drop the irksome ceremonies of state which surround him. On one occasion he said to an elegant and accomplished Persian gentleman whom he had honored by a visit to his superb country seat: "If only I could for awhile lay aside the embarrassments of my position, how I should enjoy a free conversation with a gentleman of your tastes and culture!"

He gives an audience to his ministers every morning about six o'clock, receives their reports, and gives his orders for the administration of affairs. In the afternoon, and sometimes in the evening, he engages in social converse with one or more of his favorite courtiers, or listens to the reading of foreign periodicals. On such occasions there is sometimes a freedom of expression allowed his courtiers which in former reigns would have cost them their heads. But Nusr-ed-Deen Shah is a man of noble and generous impulses.

The tendency to modify the strictness of the court etiquette at Teheran is shown by the manner of receiving foreign ministers. His majesty receives them standing at the upper end of the audience chamber, which is the magnificent hall containing part of the crown jewels, when an audience is granted to the entire diplomatic corps on state occasions. When an audience is given to a single person for a special object, the King receives him in one of the smaller but scarcely less splendid apartments of the palace. Nothing further is required of the minister except to leave his galoche, or outer shoes at the gate of the palace. He is attended by the *Zahiri Douleh*, or master of ceremonies, and, when the massive embroidered portiere is raised and discloses the Shah-in-Shah opposite him, resplendent in rubies and diamonds, he bows, and repeats this mark of respect when he has reached his majesty, who stands as near to him as two gentlemen in ordinary conversation. The minister remains covered, as indicating the equality of the two powers, and waits for the Shah to begin the conversation, which becomes free and easy if his majesty is in pleasant humor, or is favorably inclined to the minister and

his country. The Shah speaks French, and sometimes condescends for a moment to dispense with the court interpreter and converses directly with the minister, although such condescension may be accepted as a mark of high favor. In former days the Shah would terminate the audience by saying: "You have leave to retire," but the present King simply keeps silence or takes a back step, which is the signal for the minister to withdraw from the "blessed presence," taking care not to turn his back to the King until he reaches the door. This manoeuvre is not an easy one when the entire diplomatic corps at Teheran is forced to retire down a hall over 150 feet in length, and to be careful not to stumble over the chairs of beaten gold on either hand, and to avoid slipping on the highly polished pavement of variegated tiles.

AN OLD CONDUCTOR.

Covington Ga. Star.

Captain James Purcell, passenger conductor on the Georgia railroad, has made for himself a record as a railroad conductor and long traveler which is not equaled by any living man. He has been running continuously as a passenger conductor on the Georgia railroad for about thirty-nine years and seven months. He has never been suspended or discharged, and has never been off except when on a trip to Europe, and then the management of the road paid his expenses and kept up his salary. He has averaged one trip a day over the Georgia road during the entire time he has been running, and the distance is 171 miles. This makes 62,415 miles he has traveled each year. In the thirty-nine years and seven months he has traveled the immense distance of 2,475,695 miles. When he was absent in Europe he traveled 8,000 or 9,000 miles, which make a grand total of about 2,482,545 miles. This would reach around the world about ninety-nine times. Captain Purcell is still quite a vigorous man, though his once coal black beard is now whitening with the frost of sixty-five winters. He is a grand-looking and handsome man, and his record is without an equal, perhaps in the world. He is one of the oldest conductors in the United States, and we trust he may yet live to add many years of successful running to his already matchless life as a railroad passenger conductor.

DECLARED OFF.

"Are your coats padded?" asked Angelina, as her head reposed gracefully on William's manly breast.

"No, why do you ask?" he inquired, fondly.

"Because they are so much softer than Martin's coats, or John's either, for that matter."

The engagement is broken.

A GREAT MISTAKE.

Mr. Willard Le Roy and his adopted son, Egbert, were sitting in the elegant dining room of their magnificent residence.

The servant had brought in the morning meal and placed it upon the table.

The gentlemen were occupied in reading the morning papers, and paid no attention to the steaming viands.

It was a beautiful morning. The air was heavy with the perfume of a thousand flowers, the sun shone brightly from behind some pearly clouds. It had rained the night before and the large crystal drops of water lay upon the grass and leaves and sparkled like diamonds.

"This is terrible," said Mr. Le Roy, looking up from his paper.

"What is it, father?" asked Egbert.

"The failure of Solon & Co."

"I have not seen it. Will it affect us much?"

"I am afraid it will," he answered sadly, placing his head between his hands.

"Come, father, do not give way; it may not be as bad as you think."

"I fear the worst, and we may be compelled to close."

"To close!" repeated Egbert. "Oh, it can not be as bad as that! There must be some mistake! Must the firm of Le Roy & Son, who have been successful for so many years, close their doors?"

"I fear we will, my son."

"Then, father, we will work the harder and try to regain our loss."

The steaming steaks and fragrant coffee had cooled and were left untouched.

Father and son left the house together and went to work with a will. Egbert worked earnestly, and when the evening shades had enshrouded the city they stopped their work, closed the great store and went home.

"Yes, father," said Egbert, when they were seated in the drawing room, "we must close."

They held a great amount of the firm's paper, and its failure now being an established fact, they must also close their doors.

"If you can spare me," said Egbert, "I will call upon Florence"—and here he moistened his dry lips—"for she has undoubtedly heard of our failure, and"—he brushed a tear from his eyes—"it is better to understand my position."

"But if Florence refuses you?"

"She may, but father, she is a noble woman, and I do not think our failure will make any difference."

"You remember those old mining claims? Perhaps you had better look them up," said Mr. Le Roy, passing lightly over his son's remark.

"If Florence sends me away, I shall go; but if not, we can send a messenger."

"I am afraid you will go. Nay, let me speak, Egbert. Florence is beautiful, accomplished, but a worldly woman. She is a beautiful coquette. Her heart is cold—cold as ice. It could not for a moment contain a warm thought. She is vain, conceited and utterly devoid of good, noble thoughts. Egbert, your choice has not pleased me at all."

"But, father, you love Florence?"

"Not as I should love a better woman. I loved her aunt, for she was a worthy woman. Through her I met her nieces. Why did your choice not fall upon her sister, Myrta?"

"Myrta is a mere child."

"Yes; but one that can love and honor your name."

"I shall go now, and learn my fate," said Egbert.

Ever since he had arrived in the city he had been the constant companion of Florence Templeton, who had led him on, until now he was her accepted suitor.

He was an orphan, and Mr. Le Roy had adopted him, and had made him partner in the business. He had worked hard, had been industrious, and had been a good son to the kind old gentleman.

Now he was on his way to see the lady who had promised to be his wife—to get the answer which would bid him stay or go.

Florence was a beautiful woman. Her face was like a picture, a wonder of beauty and color, with clear, starry eyes, bright as diamonds. She had a brow like an empress, a mouth like a cloven rose, and a complexion of the deepest carnation.

She was a wonderfully fascinating woman, and was a perfect coquette. She had first made Egbert's acquaintance, then led him on, and had at last promised to be his wife. She did not love him, but the money he would get when Mr. Le Roy died, for Egbert was the heir to his father's wealth.

"Have you heard the news?" asked Mrs. Templeton of her daughter.

"No, mamma, what is it?" she asked eagerly.

"Your uncle has failed," replied Mrs. Templeton, and she readjusted her gold-rimmed glasses.

"Oh!" said Florence.

"Yes, and therefore your engagement with Egbert must end."

"It is just as well. I never did like him much, but, thinking he could keep me in luxury, I of course accepted him; but now that he has no fortune, I shall free him. Love in a cottage is not for me," and she looked at her gold watch. "It is too late for me to send word, so I shall wait until he calls. He is an honorable man, and will surely come to see me."

"I should refuse him too, Florence," said Mrs. Templeton; "your uncle made him heir, when you girls should have been his heiresses. I took a dislike to him when your uncle first brought him here, but

knowing that he would eventually be wealthy, I did not discourage you. But now he will not suit you, and when he calls I want your answer to be no. Remember, you are to settle for life, and you must have a rich husband."

"Yes, mamma, I shall obey you."

They were seated in the parlor, and Myrta was in the adjoining room.

The tears were slowly coursing down her soft cheeks. She loved Egbert and admired his frank, open features, his easy grace and pleasant manners. It made her tears come faster to hear her sister speak so coldly of him. She wanted to go to him and tell him her sister's reply—tell him in a mild, gentle way so that it would not wound him. She was timid, and did not wish to appear unmaidenly in his eyes; but her heart ached for him.

She was not so beautiful as Florence. Her hair was golden, and waved in little ringlets; her eyes were violet blue, and her complexion resembled nothing so much as the daintiest peach blossoms.

Of all men she had seen, none had attracted her so much as Egbert, and to him her heart went without his asking.

During the evening the bell rang.

Myrta trembled. She knew it was Egbert's ring, and the tears again started to her eyes.

Egbert entered and was shown to the parlor. He paced the floor for a moment, then the door opened and Florence entered.

His face brightened when he saw her, and then the color receded from it. Her face was pale, and a stern, cruel light shone from her eyes.

"You have heard?" he said.

"Yes," she replied stiffly.

"And my answer?"

"Is that we can never marry. I wish you success in future, and have the pleasure to bid you good evening," and walked away.

He stood a moment in the hall, as if to collect his thoughts before leaving the house.

Myrta stood at the door watching him. Should she go to him and comfort him?

He did not hear the soft footfalls upon the velvet carpet, but felt the light touch upon his arm, and turning, saw Myrta, with tears upon her long silken lashes, standing beside him.

"Egbert," she said, "tell uncle that I am so sorry, and wish him success."

"Thank you," he said, "I will tell him."

"And also, that I sympathize with him."

"I will; and now, Myrta, I must bid you good-bye; for, little one, I start for Colorado in the morning."

A sigh escaped her, and she fell fainting upon the floor. The shock was too sudden.

He took her in his arms and laid her on the sofa, then taking his hat left the house.

Arriving home he said to his father: "I shall start for the west to-morrow."

Five years passed, but they have not made much change. Florence was a little more mature, and, if possible, more beautiful, while Myrta had developed into more perfect womanhood.

"Mr. Emerson has asked to bring a friend to-night. Can you guess who he is?" asked Mrs. Templeton, one evening as they were standing in the drawing room receiving their guests, Florence radiant in her costume of pale blue silk, Myrta superbly lovely in her dress of India mull, and Mrs. Templeton looking brilliant in her silks and diamonds.

"No, mamma, who can it be?" asked Florence.

"Your cousin, Egbert, has returned from the west a wealthy man, and will call with his friend. You must try to regain the place you once held in his heart."

"But—"

"There must be no 'but' about it," said Mrs. Templeton, seriously.

Florence laughed.

"But, mamma, I thought you wanted to be mother-in-law to Mr. Jamison's three hundred thousand dollars."

"Now, do for once be serious, Florence. Your cousin has more than three times as much money as Mr. Jamison, and will, I think, make you a more desirable companion."

"Very well, mamma."

An hour later Egbert was bending over Florence's hand, and receiving her congratulations. She was more beautiful than when he had left her, and was more cordial.

Egbert lingered by her side, but was anxious to find the fair-haired little lady who had felt sorry for him.

During the evening he espied her in the conservatory, seated under the waving ferns in a nook that seemed like a bower of roses. As he entered, the soft, cool light from the chandelier fell upon her golden tresses. The fountain sent up its beautiful spray, which looked like miniature rainbows, and the air was laden with the fragrance of Arabia.

"Myrta," he said, taking her soft, pink hand in his own, "I have come all the way from Colorado to ask you to be my wife. Must I go back again, or shall I stay?"

"Stay," she replied; but she did not raise her eyes to him, for they were glistening with tears.

Florence saw by their faces how supremely happy they were, and so accepted Mr. Jamison.

They were afterwards married, and Florence was miserable, for her husband was a miser and kept her out of society. They often quarreled, and her home was not the paradise she had sought and expected to find.

Myrta's home was far different, and she often called it "a perfect little palace."

There is a little girl in their household who calls Egbert papa and Myrta mamma.

Myrta has changed greatly, and is not the timid little girl she was, but a noble woman, who is beloved and worshipped by her friends.

Her husband often takes her in his arms and says endearing words to her.

"Myrta," he said, one evening, "you are a treasure. I don't know what I should have done if you had not been so kind to me when your sister dismissed me. I saw that you loved me, and then made up my mind to work hard for you. There, don't blush! I thank Heaven for sending me such a blessing! I did not truly love your sister; it was but a fancy, and you have my first love, for I love you above all. Is it wrong to love as strongly as I do?"

"No, Egbert, dear," and she nestled closer to him.

There was joy and peace in this home, and sorrow and misery in the other.—*Ed S. Toy, Denver, Colo.*

FORGOT THE OLD LADY.

Lewiston Journal.

Uncle B— from one of the towns just out of Lewiston is a very prosperous farmer. He has a snug bank account, a pleasant home and a nice wife. He is well along to the shady side of sixty, but his face is round, his waistband large, and his face so kindly that it belies his years, while his wife's cheeks are as rosy as winter Baldwins. They are a finely preserved couple, and Lewiston traders like to meet them across the counter.

Uncle B— usually drives in at this season of the year alone. Sometimes in summer his amiable lady comes with him, but usually at this season she is putting down the pork and piling up the cheeses. Tuesday of this week, however, it was decided that she should make the trip. They arrived at two o'clock in the afternoon, and leaving her he drove off on a little business. He went to the bank and talked with the cashier. He drove up to the blacksmith shop to get the shoes sharpened on the old mare. He sold some butter, bought a coal hod at the hardware store, and put in a bag of cotton seed at the grain store. It puzzled him whether he better market hay now or wait until spring, and he was thinking of it when he turned his mare's nose over Main street bridge and chirruped a "giddap" to her along the homeward road.

"Heigho," he said, as he jumped out in front of the house. "I hope Jane and the girls have got fish hash for supper." He unhitched, having driven right into the barn, and having fed and bedded his horse, went into the house.

He came to anchor in the armchair in front of the kitchen fire, where the girls were getting supper. He yanked off his boots and pulled up the toe of his blue woolen stock-

ing. He had a vague impression of having forgotten something. He thought he would ask his wife.

"Where's your mother?" he said, looking around as he held his left stocking foot in his right hand.

"Where's who?" replied his oldest daughter, as she stood astonished, with a tea plate in her hand.

"Why, where's your mother, Jane, my wife?"

"Out in the barn, ain't she? Didn't she come with you? You ought to know where she is?"

"If a man," said Uncle B—, in telling this story on Wednesday in Lewiston, "had a flung me heels over head into our muck bed, I couldn't a felt so mean, but I braced up and I says, 'I reckon I know where your mother is. She said she'd wait for me at Oswald & Armstrong's, on Lisbon street, and I think I'd better not stop for any supper before I just drive down and get her.' Well, I drove down to Lewiston and found her. She was a sittin' there, kind of mad, long about 6:30 o'clock. She didn't say nothing worth mentionin' to you. I shouldn't want to repeat it, and she wouldn't be particular about havin' me. We both eat pretty hearty when we reached home. The next time I take her with me I guess I'll tie a string around my finger."

VANDERBILT'S WEALTH.

Some Speculations on How Much It Will Buy and How Long a Man Would Have to Work to Earn it.

Boston Globe.

It is just as easy to say \$200,000,000 as it is to say \$200,000, or 200,000 grains of sand, but to persons who haven't that amount of ready change by them and do not expect to fill the full quota in 1885, and perhaps not before 1887, the bare name does not and cannot give the full significance to the term. For the sake of seeing how far it will go we will take \$200,000,000 in our vest-pocket and go out on the street and see what we can do with it.

Two hundred million!

Enough to buy 2,000,000 sealskin sacsques, which would clothe every woman in New England.

Enough to buy 4,000,000,000 loaves of bread, giving every man, woman and child in the United States eighty loaves, and every inhabitant of the earth four loaves each, making a pile of solid bread higher than the tallest mountain on earth.

Enough to buy 40,000,000 barrels of flour at \$5 each. If these barrels were placed end to end they would reach around the earth on the parallel of Boston, or they would fence in every State in the Union.

Enough to ride 8,000,000,000 miles at the usual two and a half cent per mile railroad fare, or forty times from here to the sun

and back; so far that if a man rode at the rate of sixty miles an hour it would take him 15,000 years to use up \$200,000,000 in railroad fares.

Enough to buy 1,000,000,000 pounds of beef-steak at twenty centy a pound, more beef-steak than is on the face of the earth to-day.

Enough to buy 4,000,000,000 yards of calico at five cents a yard, making 450,000,000 calico dresses of ten yards each, which would give every woman on the earth who is over fifteen years of age a new dress.

Enough to give every man, woman and child in the United States a \$4 dinner at Parker's.

Enough to support 120,000 workmen and their families forever; so much that it would take a laborer, working Sundays and all at \$2 a day, 273,000 years to earn it, or more than 16,000 men could earn in a lifetime.

Enough to make nearly 6,000 tons of solid gold, more than 1,500 horses could haul through the streets of Boston.

Enough to buy 800,000,000 pounds of coffee, 400,000,000 pounds of tea, 4,000,000,000 pounds of sugar, 100,000,000 barrels of apples, 30,000,000 tons of coal, 30,000,000 cords of wood, or 2,000,000,000.

SURVIVING WIVES OF GREAT MEN.

Nearly All the Prominent Actors of the War Died Before Their Wives.

New York World.

The survival of Mrs. Hendricks suggests the fact that nearly all the prominent actors in the late war whether soldiers or statesmen, have died before their wives. Mr. Hendricks was one of the members of the Senate from 1863 to 1869. His two great Democratic compeers during the latter part of his term, Messrs. Thurman and Bayard, are both living and so are their wives. Mr. Lincoln's wife lived twelve or fifteen years after his dramatic death in April, 1865, and died at her old home in Springfield, Ill., the more unfortunate, perhaps, for being so long a widow. The wife of Mr. Lincoln's great Democratic opponent in Illinois and competitor for the presidency in 1860, Stephen A. Douglas, is living with her second husband. Mr. Douglas died at the opening of the war.

The wife of John C. Breckinridge, another candidate for the presidency in 1860, and still later a general in the Confederate army, is still living at the old family home in Lexington, Ky. General Breckinridge himself died twelve years ago. Generals McClellan and Grant, the first and last commanders of the Army of the Potomac, have but recently died; both leaving widows. General Lee's wife, though a confirmed invalid during the entire war, survived her husband a short time. Mrs. Stonewall Jackson is still living. So is Mrs. General Thomas and Mrs. General

Custer. Mrs. Andrew Johnson was confined to her bed during most of the time her husband was president, and was for several years after; but she was the last to die.

The tragic story of Garfield, who was a leader in the House of Representatives during the war, is still fresh in the minds of everybody. His widow is a comparatively young woman and lives in Ohio. Generals Sherman and Hancock married before the war and their wives are still with them. General Sheridan was the last of the war heroes to marry. He looks to be sixty and is not far from that, but his wife is both a young and beautiful woman. Jefferson Davis is still living, but his wife far more robust than he. Of all the great men of the war that I now call to mind, General Beauregard is the only one who has survived his wife. He has been a widower for several years, but yet wears mourning out of respect to her memory.

NANCY HART.

Savannah News.

The general reader may or may not know that Hart County, in northeast Georgia, was named for a woman—one ignorant of letters and the nice civilities of life; plain, coarse and pointed of speech when aroused, yet she had a love of liberty and a tender regard for those she called friends. She figured in the days of the revolutionary war in Elbert County, and did good service for her country.

She was fearless, bold and aggressive, and had self-reliance and courage that never forsook her in the hour of need. She was a great lover of the "liberty boys," as she called the Whigs, and her heart was bitter against the Tories and Britons. A party of Tories, in their hunt for some Whigs, called at her house in Elbert County and asked to have dinner. Said Nancy Hart:

"I never feed King's men if I can help it; the villains have put it out of my power to feed even my own family and friends by stealing and killing all my poultry and pigs, except that old gobbler you see in the yard."

"Well," said the leader of the party, "and that you shall cook for us," and shot down the gobbler.

Nancy Hart used some very strong words at the act, but in a little time seemed to take it as a matter of necessity, and began to prepare the gobbler dinner. When cooked the Tories sat down to dinner and were having a good time of it, drinking their liquor and cracking jokes with Nancy.

The party had become merry from drink. They had cautiously stacked their arms where they were in view and within reach. Mrs. Hart would pass between them and their guns in waiting on the party. There was a crack in the log cabin, and Mrs. Hart had unobserved slipped out two of the five

muskets, when she was caught slipping out the third. The Tories sprang to their feet, and Mrs. Hart threw the musket to her shoulder and swore she would kill the first man who moved, and then told her daughter Sukey to blow the horn for her father to come. As soon as the Tories heard the order one rushed at Mrs. Hart and was shot dead. Seizing another musket she pointed it at the remaining four, when Sukey came in and said: "Daddy and them will soon be here." Another Tory made an advance, and he was shot and badly wounded. Then, seizing another musket, she called upon the three Tories to "surrender their — Tory carcasses to a Whig woman."

They agreed to surrender and shake hands upon the strength of it. But Nancy had no idea of letting them get within eight feet of her, and held them at bay until her husband and a few neighbors came up. The men wanted to shoot the Tories on the spot, but Nancy said "they had surrendered to her, and that shooting was too good for them." This hint was enough; the dead man was taken out of the house; the wounded Tory and the others were bound and hanged. The tree upon which they were hanged was standing in 1838, and pointed out by one who lived in those bloody and brutal days.

The Tories showed no mercy to the Whigs, nor did the Whigs show any mercy when they caught Tories. Colonel John Dooly, for whom Dooly County was named, was murdered in his own house by Tories, and his son, who was afterward the celebrated Judge Dooly, was under the bed hid away at the time. He was at the time ten or twelve years of age. To commemorate Nancy Hart's heroism and patriotism, Hart County was named for her.

CARRYING A CANE.

Indianapolis Sentinel.

If there is one thing more than another that seems to be strong, yea, almost positive, evidence that a man is a descendant of the ape, and that the line of descent is not so very far removed, it is the inclination that he has to carry a cane. In his native jungle the ape carries a cane, either for use or the fun of the thing, and man does likewise in his sphere of action. Many an old, bald-headed, practical ape has sat upon the limb of a cocoa-nut tree and laughed derisively at the young dude apes as they went skipping fantastically along beneath him, twirling a stick languidly on their finger-tips, and there are many of the human species who look upon the walking stick as the proper ornament for the lame, halt, and blind only, and believe that the resemblance in the manner of carrying the stick is too striking between some of their fellows and the young apes to be anything else than a regular development through natural law.

A SON TO BE PROUD OF.

Hartford Courant.

A woman who lives near Hartford was left years ago a widow with two young children and almost nothing to live on. She had to give a mortgage for \$500 before she could become the owner of the little house they occupied. In order to get money for daily expenses, she had to take in washing. One of her boys has lately become twenty-one years old. About ten years ago a friend gave him \$5.00, which he put into the Pratt-street Bank. The boy himself has been working for years past in a mill. He has dressed himself neatly at his own expense, and has regularly paid his mother for his board. Besides this, he has laid away his savings in the Pratt-street Bank until the \$5.00 has become \$400.00, and he has paid \$50.00 for insurance on his life. He has also in the course of these years let his mother have about \$200.00 in money, and now, being of age, he is about to assume the mortgage of \$500.00, which has long been a burden to her.

ONE OF THE BOYS.

Commercial Bulletin.

Late one afternoon an old gentleman wandered into the office of a State street insurance company and looked curiously around, evidently in search of information. An active young man who was just closing the safe stepped forward and asked if he could be of service.

"Well," said the stranger, "I wanted to get some insurance on the bark Rover, but your people don't seem to be around."

The active gentleman informed the old party that he could be accommodated, and after some doubt and hesitation on the part of the insurance seeker he was fitted out with the necessary document. The next morning he made his appearance again and singling out a venerable gray-haired clerk, he said:

"I came in here yesterday afternoon for some insurance, and one of your boys said he could fix me, but I thought perhaps he might not know how to do the thing just right, so I thought I'd drop in this morning."

The old clerk smiled and asked "which of the boys was it?"

The cautious customer looked around the room, and then said:

"It was that smart looking, black-haired fellow over there?"

The clerk's eyes twinkled and he said, "let me introduce you to him," and, leading the applicant up, he said: "Mr. Blank, let me present you to Mr. —, president of the — Insurance Company."

The astonished customer stared at the energetic and smiling young president for a moment, and then ejaculated "Gosh!" left the office without another word.

IT WAS NOT DEAR JAMES.**Distressing Experience of a Seductive Drummer on a Western Railway.**

New York Sun.

I have a friend who is a commercial traveler, and on his return from a trip he always comes up to see me, and enlivens my existence by a recount of his experiences on the road.

"Well, Charley, anything new?" said I, as Charley tilted my best chair against the freshly papered wall and puffed vigorously at one of my stogas.

"Not much," said he. "I'm sick of the road. Too much of a dog's life. I'm going to quit and settle down."

I expected this. Charley has been going to quit during the four years I have known him, but he never quits, and, in common with many more drummers, will shake the hand of many a hotel clerk yet before he finally settles down.

"What's the matter; trade dull?" I asked, as Charley mechanically looked around for the bell button. "You're not in a hotel, my dear fellow," and I drew forth a bottle and glasses from my cupboard.

"Well, here's luck," said Charley, as he lifted his glass to the light. "No, trade's pretty fair, but it isn't as it used to be. Why, when I first went on the road there was some fun in it. I only carried one trunk, and I could generally get the trade to look at my samples. Now I carry three, and it's the hardest kind of work to get a man into a sample room. You don't know Billy Jackson do you? Travels for a Chicago house. Always registers with a toothpick."

I replied that I hadn't that pleasure.

"Pleasure! Humph! It would afford me the most unbounded pleasure to get even with him for a little trick he played on me the other day over in Illinois."

"I was going to Effingham on the Vandalia. I got on at Casey, and the first fellow I saw was Billy. 'You're just the fellow I was looking for,' said he. 'There's a pretty girl in the front car, and I think you can get acquainted if you work the thing right. I've tried it myself, but I didn't seem to catch on.'"

"I've got quite a reputation among the boys in this direction, so I easily swallowed all Billy said, and followed him into the smoker. I thought it mighty strange that a girl should be in the smoker, but there she was, sure enough, and you can bet she was a daisy. She was seated by herself when I entered, near two gentlemen. I thought they eyed me rather more than was necessary. However, I didn't say a word, but quietly seated myself opposite the dame, and commenced tactics."

"After I had looked at her once or twice she began to smile. 'Great Scott,' said I to myself, 'this is easier than I thought for.' So I smiled back. This was all the girl

wanted. She began to move nearer to me. Then she nodded her head and smiled several times. In all my experience I never had a girl to act that way toward me in such short time, and I saw there was something wrong, although for the life of me I couldn't imagine what it was. I wasn't going to back out, however, so I smiled at her again, and this time she came over and sat down beside me. Then she called me her dear James, and threw her arms around my neck.

"At this juncture one of the gentlemen I had noticed came up and explained. He was one of the keepers in an asylum along the road somewhere, and was in charge of the girl, who had gone crazy over a love affair. She imagined every fellow who took any notice of her to be a dear James."

"This was all I wanted to know, and I started for the door, but it wasn't any use. The girl hung on, and got more excited every minute."

"In the mean time one or two of the boys had gone through the train, and when they came back they brought with them quite a number of interested spectators. The keeper advised me to humor her, and I did. I humored her all I could. Every time I tried to get away she would get violent, and I didn't like to excite her more than I could help, as I saw I was making my audience uncomfortable. Such remarks as 'Juliet has found her Romeo' and the like were frequently passed around, and I was beginning to think it would be a great relief to meet a train going the other way on the same track when we drew up at Effingham."

"Then I made a break and got off the train. The last thing I heard as the train pulled out was, 'Come back to me, dear James!' I haven't heard much else since. Where was Billy? Oh, he got off at Teutopolis."

HOW TO BUILD UP AN ORDER.

Druid Journal.

Talk about it.

Write about it.

Beautify the hall.

Help to improve it.

Patronize the members.

Advertise in the papers devoted to it.

Be courteous to strangers that come among you.

Pay your dues and assessments without grumbling

Never let an opportunity to speak a good word about it pass

If you think of nothing good to say about it, say nothing bad.

Remember that every dollar you invest in a permanent improvement, is that much money at interest.

Never "kick" against any proposed necessary improvement for fear that your dues will be raised fifteen cents.

A DISCOVERY OF GREAT IMPORTANCE.

Chicago Tribune.

An experiment that may lead to very important results was recently made in England with a piece of steel containing fifteen per cent. of manganese. The ordinary magnetizing process of "touching" with magnets had no effect upon it, and when placed beneath the poles of a powerful Ruhmkorff electric magnet, excited by forty large tray Daniell cells, it only exhibited a faint trace of magnetism. The quantity of excitation was but one five thousandth part as much as is exhibited by some specimens of steel that have been similarly treated.

It is well known that the tendency of metal to acquire magnetic properties under certain conditions has caused a world of trouble in the arts and considerable loss of life in navigation. The rate of time pieces on land and ocean and the polarity of the compass on shipboard are at times altered to a dangerous extent by the influence of masses of metal, and any method that can be devised for the prevention of this would be a real blessing. If the construction of our watches and metal ships of steel made as above noted should abolish the danger it will prove to be one of the most valuable steps forward in the mechanic arts that have been made in many years past.

A LEGEND OF THE WEeping WILLOW.

Happy Hours at Home.

Just where the path disappeared into the copse that skirted the great dark forest, where all day long the shadows hid, and out of which the night seemed to come as the sun went down, a man came bearing an armful of firewood. As he jogged along he caught a protruding twig and tossed it away. Quickly a little slip of a girl, with sun-kissed hair and eyes of divinest blue, ran and picked it up.

"May I have it?" she asked of the man.

"Ye may have it without asking, if ye'll take the trouble to stoop for't," returned he.

"I am going to plant it," declared the tiny maiden, lightly holding the twig between her soft finger tips.

"What'll ye do that for?" said the man. "It will never grow."

"Oh, it will if I tend it," confidently returned the lassie.

With another look at the wind blown curls and the eyes like heaven, the man went his way and the wee one planted the twig.

Every day she watered and tended and watched the little wisp, with its slender, pointed leaves of delicate green hue and silvery lining. Day by day it grew larger and sturdier, and swayed more gracefully in the summer air; and the little maid clapped her hands in her glee, as she cried "I knew it would grow."

Again and again the seasons came and

went. The castaway twig had grown into a beautiful tree. The slip of a girl on the verge of womanhood stood. Then it was the hand of the death angel touched the lovely maiden and chilled the warm life in her tender frame and put out the light in her beautiful eyes.

Then they made her grave beneath the tree she had planted and fostered, because she had wished it, and mourned her long and deeply.

But now the tree, they that had loved her noted, seemed to droop and languish, and on the breeze there came a sound as of sobbing and sighing, which shook the tree through all its branches to its very core, and quivered and trembled in each pointed leaf. They said it seemed almost as if the insensate thing grieved like them—seemed—for they held it could be so. Still the tree languished, until every upward turning branch with every twig hung down, and every leaf from its twig depended; and each night and morning the dew dropped like a tear from each slender point and fell on the grave.

Then they said: "The tree truly grieves for her." The "Willow," she had named it, and they called it "Weeping Willow."

A YOUNG LADY'S HINT.

A young fellow in San Francisco suddenly snatched a kiss from a lady friend, and excused his conduct by saying that it was a sort of temporary insanity that now and then came upon him. When he arose to take his leave, the pitying damsel said to him: "If you ever feel any more such ills coming on you had better come here where your infirmity is known, and we will take care of you."

A SOULFUL APPETITE.

New York Sun.

Miss Clara (at the front door)—Good night; George, dear. As you look upon the moon on your journey homeward, let the thought come to you that I, too, am gazing toward the same pale orb, and our souls will hold sweet communion. Good night.

A little later. Miss Clara (in the house)—Mother, do you know what has become of all those cold buckwheat cakes left over from breakfast?

NEW WAY TO PAY OLD DEBTS.

New York Sun.

"It's a terrible thing to owe money," said Smith. "To be compelled to dodge around this corner and that to avoid meeting a creditor on the street. It takes the manhood out of one, and he soon loses all self-respect. I am glad to say that I no longer owe a dollar."

"Then those old debts that have bothered you so long are all squared up, are they?"

"Yes, thank heaven! The last one became outlawed yesterday."

RAILROAD BUILDING FOR 1885.

When the year of 1885 opened very little was expected of it in the way of railway building. The record for the year, as we now present it, shows that this assertion was far from being correct, and that, while the extent of new mileage was less than in 1884, and very much less than in several previous years, it is by no means insignificant. We find that the total length of main line, not including second track, siding or renewals, laid in the United States during 1885, was 3,113 miles. This is about 700 miles less than the new mileage of 1884, and it is less than any year since 1878, when the total was but 2,887 miles, while in 1875 the record of new construction reached only 1,711 miles. The work done has been largely on branches and extensions of moderate lengths, and has not included any very large lines, such as in previous years have helped greatly to swell the total. In New England and the East almost no new track has been added. The principal activity has been in the Southern States and in the delta between the Missouri River and the Pacific States and Territories. The longest extension of the year has been that of the Fremont, Elkhorn and Missouri Valley line, of the Chicago and Northwestern system, from Valentine, Nebraska, west, and north 191 miles to Buffalo Gap, Dakota; whence it will be pushed in the spring to the Black Hills. Another very important route has been built in California by the extension of the California Southern road eighty-one miles to a connection with the Atlantic & Pacific, thus giving a continuous line under practically the same management from Kansas City and St. Louis to Los Angeles and San Diego.

WHERE GREAT MEN COME FROM.

Born in the Smaller Cities and Towns—List of Political Leaders.

Chicago News.

It is curious that the great majority of our more prominent public men come from the smaller cities and towns, while, on the other hand, the number of those born in the larger cities of the northwest who have written their names high on the roll of political and military fame will scarcely reach a round dozen. Charles Sumner was a resident of Boston, but his great colleague in the Senate, Henry Wilson, came from the insignificant village of Natick, while Ben Butler, Gen. Banks, and Senators Dawes and Hoar are natives of places but little more important in point of population.

Tilden and Arthur are New York City men, but nearly every other New Yorker of prominence—like President Cleveland, Daniel Manning, Horatio Seymour, Conkling, Seward, Greeley and Kernan—had their birth and training in the interior towns. "Sunset" Cox claims New York City as his home, but he made his reputation in Con-

gress as a raconteur and wit before he removed to the metropolis, and while a resident of the sleepy old town of Zanesville, Ohio. Sam Randall is the only Congressman from the city of Philadelphia in twenty years who is known outside of his state. The other famous Pennsylvanians, Cameron, Curtin, Thad Stephens, Buchanan, Mead and Hancock, for example, all hailed from the provinces.

In Ohio the contrast is still more sharply defined. Ben Wade, Chase, Stanton, Garfield, Hayes, Gen. and Senator Sherman, Giddings, Thurman, Sheridan and William Allen were, in every instance, citizens of obscure little towns that are known only to the world as the homes of these great men. Cincinnati, as an offset to this, has furnished to the country but two men of national prominence since the war, ex-Attorney General Taft and Senator George H. Pendleton. Chicago has done but little better. Since Douglass' time she has sent but one man, Lyman Trumbull, of first-rate ability to either branch of Congress. Grant, Lincoln, Logan, Cullom, Yates, Morrison and Springer, the best-known names in Illinois politics, laid the foundation of their greatness in the smaller cities and towns of the state.

The list might be extended indefinitely, but enough is here given to establish the truth of the proposition that the great men of the nation are of country birth and breeding.

AN EARLY LOCOMOTIVE.

Mr. W. A. Crafts, clerk of the Massachusetts Railroad Commission, says in the Congregationalist: "The writer remembers seeing, when a boy, a trial trip on the Boston and Worcester railroad of its first locomotive, built by Robert Stephenson in Newcastle, Eng. It was Fast-Day morning, and, seen from a distance as it went over the back bay, leaving a long trail of smoke and steam behind, it seemed to our inexperienced eyes almost to fly. Fast-Day fifty years ago was not the secular holiday which it has since become, and the limited population of Boston furnished a small number of idlers and pleasure seekers, compared with those of the present day. But in the afternoon large numbers of people, including staid attendants at the morning church service, went to take a look at the new wonder, and were astonished to see it haul, with apparent ease and remarkable speed, ten or twelve loaded dump-cars. This locomotive was mounted on four wheels and weighed about eight tons. By the side of the powerful engines of the present day, it would appear as a mere toy. But locomotive construction was then in its infancy, and even six years later the directors of the Boston and Worcester road had grave doubts as to the expediency of adopting engines weighing eleven or twelve tons."

A GENEROUS ARISTOCRAT.**A Lady of Fashion Not Too Proud to Help a Little Match Girl.**

Philadelphia Press.

"Ma-a-tchis? missis, ma-a-tchis? Three for five, ma-a-tchis?" cried a thin child's voice on Chestnut street, just below Broad, on Saturday afternoon. The voice belonged to a girl who was less than a yard high, who had big pleading blue eyes and a pert mouth. The street was crowded with people, some of them out to show their fine clothes, but most of them to do Christmas shopping. The blue-eyed child persistently offered her wares to a man who was walking with a very stylishly dressed young lady.

"Go away!", said the man in a gruff tone.

"Ah, the poor little thing!" cried the young woman. "Why don't you buy some of her matches, Fred? I'll do it myself. Here, little girl," opening a sealskin reticule and fishing out some coins with her daintily gloved hand. "She's very neatly clad, and looks as though she had a good mother. I just believe I'll make her a present," and suiting the action to the word, she opened her fur coat and unfastened a knot of bright cherry ribbon that caught up a loop in her black silk dress. Then she quickly pinned the knot on the child's gray hood, and, patting the pink cheek, turned away.

"What in the world made you do that?" demanded the man, evidently much annoyed.

"Oh, why, it will please the poor mother so to think that some one has noticed her sweet-faced child," was the young lady's reply, and the two went down the street.

A tall, red-faced Irishman had been standing on the curb watching the performance with keen interest.

"That young lady is better nor the Quane of England," he remarked, looking after the couple. "Be the powers, Oi could go down on me knase and worship a beautiful crayther like that, as isn't ashamed to do a koinid act to the poor with her own swate hands."

AN IMPORTANT RAILROAD EXTENSION.

Indianapolis Sentinel.

An important railroad extension has just been opened to traffic in South Africa, the Government line being now completed from Cape Town to the great diamond mining town of Kimberly, 650 miles inland. This line supplies a curious epitome of the rise and fall of the narrow-gauge agitation. The first fifty miles from Cape Town were built in 1860, of standard gauge, with heavy rails, easy gradients and curves. Some fifteen years later the line was extended 290 miles further on the three-feet-six-inch gauge. Every possible effort was made to diminish first cost; forty-pound rails were used, and the earthworks were reduced to a minimum

by a very free use of 132-foot grades and nine-degree curves. The engines had twelve-inch by sixteen-inch cylinders and thirty-six-inch wheels, and weighed about 11,000 pounds per axle. It was soon found that such light engines were incapable of hauling a train heavy enough to earn a good margin above running expenses. The size of the cylinders in successive lots of engines gradually grew to 15 in. by 20 in. with 42 in. drivers. These engines proved far more durable and would haul a paying train, but the 40 pound rails were fast wearing out, especially on the curves. The cost of the narrow gauge extension, notwithstanding the great scarcity of timber, water and lime, was only \$22,000 per mile. The speed of the through mail trains was, however, but fourteen miles per hour; and after a few years of grumbling at the inefficiency of the cheap method of building railroads, the colonists decided in 1880 that they could afford to make all future lines with maximum grade of sixty-six feet to the mile and use seventy pound rails, the greater speed and convenience, and the increased durability of rolling stock and permanent way effecting a reduction in working expenses which would more than offset the increased cost of construction.

Nothing, therefore, now remains of the narrow-gauge light railroads but the gauge; the weight of the rails, and the weight and power of the engines, the size of the cars, etc., having been, by the force of circumstances, increased to the standard gauge requirements, though the limits of space imposed by the 3 feet 6 inch gauge have put considerable difficulties in the way. It seems quite possible that at some future time the gauge will be widened. It is satisfactory to know that the narrow gauge was originally advocated by merchants and politicians, and was adopted against the advice of engineers.

A DECLINING MUSE.

Albany Times.

John G. Saxe, the poet, still lives in this city, although his existence is almost forgotten by the great public. He receives no visitors, rarely leaves his room and no one is permitted to converse with him save his son and the faithful housekeeper who has been with him for more than a score of years. In appearance the poet shows unmistakably the effect of years and the succession of family bereavements through which he has passed during the latter years of his residence in Brooklyn. The once massive frame is bent; his luxuriant hair, so often admired in times past, has nearly all gone, and his eyesight grows dimmer every day. He performs no literary work of any kind and awaits patiently the end, which apparently is not far off.

THE COVENTRY ENGINE.

American Railway Journal.

A new locomotive is undergoing trial on the Pennsylvania Railroad. It is known as the Coventry engine, named after the inventor, a Chicago man. Outwardly, except that the smoke-stack is close to the cab, there is nothing to distinguish it from a common locomotive. The novelty is in the boiler, which has a return flue, thus doubling the length of the tube, and considerably more than doubling the time of the retention of the heated gases within the boiler.

As the heat in the return flue has been frequently tested at between 1,100 and 1,200 degrees, the inventor claims that it is better to utilize it than to let it escape like a rifle-shot from a straight tube. He claims also that the length of the tube insures the consumption of much gas and smoke that must otherwise escape, and that cinders are precipitated by gravity, so that not only is provision made by the invention for the maximum of steam but for the minimum of dirt. It is a bituminous coal engine.

Mr. Coventry says that the engine can be run at a saving of at least fifteen per cent. under other engines of its kind, and is cleaner than any other bituminous coal engine can possibly be. He hopes to have the boiler adopted in new engines that the road may build, both for freight and passenger-service. Bituminous coal is used on the Pennsylvania main line. The railway officials say that there is no likelihood of a change in this respect, although they admit that the engine is cleaner than others that use bituminous coal. The claim of economy will be fully tested.

RECKLESS RAILROAD RUNNING.

The Sad-Eyed Man Tells of a Startling Run With Startling Results.

Chicago Herald.

"Yes, these engineers seem to be more reckless now than they did when I was runnin' on the Cry and P. We never had such accidents in them days as they have now. I remember once when I was on No. 9. It was a cattle train. I had orders to run 'em by a certain hour, so as to get the advantage of a raise the owner was expecting. The fast mail was ahead of us. That was when the fast mail was new on the road, and we all hated it, or, to tell the truth, we hated the men who run the engines on them trains. They were powerful stuck up until some of them got the window."

"What's that?" Jimmy interrupted.

"Same as the g. b. They used to fire a man out of the door, but now they throw him out of the window. See?"

"Yes. Well, as you were saying—"

"As I was saying, we hated the fast mail. I was on No. 9 comin' this way—east—and had a load of cattle. The fast mail was ahead of us. I saw it about six miles down

the track. It had stopped in the open peerary for somethin'. I says to my stoker—Nick was his name—that fast mail's in our way. I'm thinkin' she's behind herself, and I know we are, says I. So I pulls open the throttle wide, and tells Nick to tie his boots on. Down grade all the way. When we got in a few feet of the f. m. I kind o' pulled the throttle one-sided, and we left the track. It was an open peerary, and the ground froze hard. We cut cross lots to the curve and struck the track again ahead of the fast mail, and came into the Union Stock Yards one hour and three minutes ahead. That's as true as I'm standing here."

"You say you were coming east and the fast mail was ahead of you?" asked Jimmy, of the bar.

"Yes, that's what I said."

The lights went out, and so did the man. He met his comrades on the curbstone and said: "Don't never try to work a hotel bar with a railroad story. The minute I said the fast mail was comin' east I saw that he was on. The fast mail don't come east. He had the sugar in the glass till I said east, but I wouldn't go back on my word. S'pose we go down to the House of David and try it on there?"

DR. LYMAN ABBOTT contributes to the November Century an article entitled "Danger Ahead," in which he says: "Do you want to see the fatal defects of all our organizations? You combine only that you may not work. In one summer's telegraphic strike you spent \$400,000 for the right to be idle. Why did you not expend it for the right to be independent? Half a million dollars plus all the best telegraphic talent in the United States, with the sympathies of the nation as a reserve, combined to establish postal telegraphy, might have given you success instead of failure. Strike, not for better wages in servitude, but for independence. Organize not to be idle, but to be busy. Combine not against your employers, but that you may employ yourselves. You battle not for the rights of labor, but for the right not to labor; it is a barren, fruitless right not worth fighting for. Victory is as bad as defeat. For combination put co-operation; for few hours and fair wages put independence; for a right to be idle put power to work. Make yourselves capitalists, combine your capital with your industry, and add to it by your credit, and so become your own master."

A LOCOMOTIVE valve gear has been patented by Mr. Wallace J. Lewis, of Tyler, Texas. It consists of a combination of rockers, shafts, arms, levers, links, and connecting rods, worked from the crosshead of the locomotive exclusively, and so arranged as to give the valve a correct motion.

HOW THE ESQUIMAUX CATCH FOXES.

On the shores of Erebus Bay I saw a large, well-constructed cairn, built hollow by circling slabs of claystone, which I thought by a sort of *reductio ad absurdum* course of reasoning might be one erected by the Franklin party, for I could imagine no use that the Esquimaux could put it to, and I felt about certain that they did not erect it unless there was some use. I was just planning how to despoil it when Toolooah, coming along, told me that it was a Netschilluk Esquimaux fox-trap, although from the yawning top, with its open countenance, it seemed as if the ordinary barb-wire fence would serve about as well to fence in the foxes. He explained by saying that the natives in the winter cover it over the top with a trap-door made by a huge slab of ice, and it is sprung by a sort of figure four trigger, imprisoning the foxes alive, with enough bait on the trigger to keep them for a week. In Hudson's bay the same slab is used; but it falls on the animal and kills it; the trap being visited by the boys every few hours while baited. On King William's land they are visited once every five or six days and the animals killed.

An Arctic animal killed during very cold weather will have its fur ruined in a few hours if the pelt is not dressed from the carcass. I could not but think of Sir John Ross' idea when on his Franklin relief expedition and his ships getting into their first winter quarters. He caught a great number of polar foxes, put collars around their necks with brass tags attached showing the location of his ships by latitude and longitude, hoping that some of the wanderers might fall into the hands of the Franklin party, and his position be thus revealed. From what I afterwards saw on the shores near where the Franklin party were beset in the ice for nearly two years I doubt very much if they made any attempt to trap any animals, at least by any of those methods which would leave conspicuous signs behind them.

HOW TO TELL THE SPEED OF A TRAIN.

A rule was recently contributed to Engineering by a professor in the Polytechnic School at Prague, for readily determining the speed of a train by counting the revolutions of the drivers, which has a certain convenience, and is as follows:

Count the revolutions for a number of seconds equal to 2-11 of the diameter of the drivers in inches. The number of revolutions counted will be the speed in miles per hour.

For example, if the drivers be fifty-five inches in diameter, 2-11 of fifty-five is ten; and if twenty-four (or any other) number of revolutions are counted in that number of seconds, the speed is that number of miles per hour.

EXPORT OF LOCOMOTIVES

Scientific American.

The United States is now sending abroad about \$3,000,000 worth of locomotives per annum, the total value of those exported in the last fiscal year being \$2,819,946. This, at an average of \$10,000 each, represented about 290 engines. In the fiscal year ended June 30, 1882, the number of engines shipped did not exceed 133, the estimated value being \$1,455,717. Of the 282 locomotives exported from the United States in 1883-84, 65 went to the Argentine Republic, 49 to the United States of Colombia and Panama, 34 to Mexico, 32 to Brazil, 27 to the Dominion of Canada, 19 to Chili, 14 to Australia, 13 to Central America, 14 to Cuba, 6 to Spain, 3 to San Domingo, 3 to Sweden, 2 to Venezuela, and 1 to England.

The great poverty of many railroads has prevented the rapid introduction of safety appliances, but great progress has been made, nevertheless, for the conviction has spread that there is pressing need for improvements of this kind, and it now seems only a question of time when the use of safety couplings will be general, of continuous freight train brakes common, and when there will be a great extension of the block system and interlocking apparatus. In these and other improvements of old railroads there is a great field for work in this country and they are likely to absorb much of the skill, labor and capital which in some previous years have gone into enormous railroad extensions.

As regards these latter, there will probably be many more miles built in 1886 than in 1885, but we do not look for what would be called in this country a large addition to our mileage, and so far we see no signs of it as there certainly is no need of it. There are now, as always, numerous projects, but it is not easy to get capital for any which does not have the guarantee of an old railroad company which can offer something more than the road built with the borrowed money as a security for the payment of interest and principal.

Thus, while there seems no reason to expect a 'boom' like that in 1880, a continuation of the improvement of business which began three months ago seems reasonably to be expected. A good harvest next summer and a good demand for it may still further improve the situation. So, and much more for the time, may great activity in railroad construction make good business, soon to be followed, however, by a relapse which might be worse than anything we have suffered since 1881."

THERE is no loss so pitiable, no bereavement so deplorable as the loss of reason; it is a living death, the bitterest blow for misfortune to deal.

A PRETTY PICTURE ON THE PLAINS.

Once only did we ever see that deference to woman which civilized man considers to be due to her. It was a pretty picture, needing no touches of art or varnish of imagination. A young buck rode up to our gate leading by the halter the pony, on which was seated a daintily attired squaw, whose tunic and leggings must have been cut by the most fashionable dressmaker of the camp to fit her exquisite form. No cavalier could have dismounted her with more care and grace. Taking her hand he led her into the house, and, striking the attitude of a Romeo, exclaimed: "See 'em? Mysquaw, my squaw!" Their cleanly appearance entitled them to unusual consideration; they were ushered into the dining room. Coffee, bread and meat having been spread upon the table, he placed a chair for her, declining one for himself, but settling on his haunches on the floor, fixing his admiring gaze upon her while she ate her food, and refusing any share until her appetite was satisfied. Afterward standing by her side, he appropriated the remnants of the meal. Then he departed with her, bestowing his blessing upon us: "Good a man, good a woman," and lifting his divinity upon her horse rode away, his last words being: "See 'em, my squaw, heap fine squaw!" They were evidently on their bridal tour.

HE DIDN'T MIND.

A bright, dapper-looking fellow walked into the city dispensary this morning. He had a case of books in one hand and a subscription list in the other. He dumped the books at the feet of Dr. Epstein, took the cover off, extracted a gaudily-covered book, pushed his hat back on his head, and commenced at the rate of 100 words a minute: "I have here the works of Charles Dickens, in six volumes, which I am selling on time to those desirous of securing the stories of that master of fiction. These books are the only—"

"What shall I do with those small-pox cases I have just brought in?" interrupted Henry Hertzendorfer, the big driver of the small-pox hospital ambulance, who had just come in at this moment.

"Are they very bad?" asked Dr. Priest.

"Very," said Henry, mysteriously. "One is broken out and running from every pore."

"Just bring them in here until I see what they look like. Take a seat for a moment, will you?" Dr. Epstein turned to the book-agent.

"Why, certainly," said the agent gaily, and moving his books over to the charity chair, sat down.

This rather staggered the big driver, who said:

"I don't know, doctor, hadn't we better clear the rooms?"

"I think it would be better. You don't mind seeing these cases, I presume," said the doctor to the book-agent.

"Not all," replied the latter, warmly. "The fact is, I have had a curiosity for a long time to see a case of small-pox. Fetch 'em in by all means. Besides, I want to see how a new gag works. I've had the yellow-fever and the cholera racket sprung on me, and I've sat on a seat full of dynamite, and been in a building when they hallooed fire. So you see the small-pox idea is a new one and I'll wait and see how it works."

And then Henry and the doctor looked at each other, and the doctor said he believed he would have the cases wait until he had seen the books. Then the agent went to work and made the sale.

"Tobacco is a fearful thing," said the engineer, as he allowed one foot to hang over the board of his engine; "it nearly drove me crazy once, and caused a wreck that might have killed fifty people. For many years I had been a great tobacco chewer, and was often told that if I didn't use the weed in more moderation I might expect to see my nervous system go all to pieces. Sometimes I thought I would make an effort to quit, and then I'd conclude it was no use. "Well, to make a long story short, I was running along one day when I began to feel queer. There was a sort of boiling in my brain. My eyes danced so I couldn't tell a telegraph pole from a double-header coming my way. I called to my fireman to take my place, and but for him I believe I should have gone mad right there. The tobacco, you see." "But you are chewing tobacco now?" "Of course I am. I forgot to tell you that the time I went crazy I was trying to quit chewing, and hadn't tasted tobacco for forty-eight hours. The fireman handed me a chew and in ten minutes I was all right again, and have never tried to quit since. Have you any fine-cut about your clothes?"

The greatest thickness of ground ice ever accurately measured in America was by Sir J. H. Lefroy, who in June, 1841, on the banks of the Mackenzie River, saw a perpendicular cliff broken off by a landslide, in which the earth was solidly frozen for a distance of forty-five feet below the surface. Half a century ago, a Russian merchant at Yakutsh, in Siberia, had to dig 382 feet before he could get through the ground ice. The average temperature at Yakutsh is only 14 degrees Fahrenheit, and the town is very near the Siberian pole of greatest cold. Sir Lefroy thinks there is good reason to believe that the ground ice within the arctic circle in America is much thicker than the maximum in Siberia, and even suggests that it may extend to 1,800 feet.

Woman's Department.

EDITED BY IDA A. HARPER.

INTEMPERANCE.

I lay aside the article I had prepared for this month's issue, in order to notice a letter which appears in another column under the above heading. The arguments contained therein would probably fall by their own weight, but I cannot permit them to be read by perhaps fifty thousand men and boys without offering a few words on the other side of the question. The two great issues of the day are the liquor question and the tariff, and if either is to be regarded as the more important it is undoubtedly the former. Tariff relates to the commercial interests of the government and is of vital importance, but intemperance affects not only the financial but the moral welfare of our nation.

"Ill fares the land, to hastening ills a prey,
Where wealth accumulates and men decay."

To preserve the men and boys of our country, to keep them honest, pure, temperate and industrious, that is the important point, for with a nation of such men the republic is founded upon a rock and will endure forever.

Let us glance for an instant at the opening paragraph of this very singular letter:

"If a man provides well for his family, and keeps himself respectable, respectful and manly, then he does no one harm but himself. True, he degrades himself in his own eyes and in those of his wife, mother and sisters. yet, in a measure I think he should have a right to do so (i. e., get drunk), and if these loving relatives could persuade themselves that it was his right and in itself no great harm, they would be less unhappy about it. * * * Why not learn to endure it and ease the torturing heartache which it must be bound to cause?"

There is a contradiction in every line of this paragraph. If he who provides well for his family may get drunk with impunity, it seems this luxury is to be permitted only to the man of means, and the poor man is shut out until he has earned a competency and then he may become intemperate. No man has a right to individual liberty which interferes with the rights of others. If a man can habitually drink to excess and not interfere in any manner with the rights of any other human being, then we grant him the privilege. But if this man has a father, mother, brother, sister, wife or children who are grieved and humiliated over his conduct, or who are deprived for a time of his support, then he has forfeited his right to get drunk, for he has interfered with their rights. A man's family have a right to demand, 1st, that he shall support them to the best of his ability; whether his wages are great or small that they shall be legitimately

applied, and that the family shall live in a degree of comfort proportioned to the income of the man. When he forms the habit of excessive drinking it is only a question of time until the larger part of his income goes for liquor, and as the habit grows worse the income grows less. 2d, A man's family have a right to demand that he spend a portion of his time with them. The fact that he furnishes food, clothing and shelter does not release him from all obligation to assist in rearing, training and educating the children or to spend part of his evenings with his wife either at home or at some place of entertainment. But the drunkard in time loses all taste for domestic life and his condition soon becomes such that his wife dreads his coming and his children flee at his approach. 3d, A man's unborn children have a right to demand that they shall not receive from a drunken father the awful inheritance of an appetite for strong drink, which shall be a curse to them as long as they live and which they can never overcome. 4th, A man's family have a right to demand that he conduct himself in a creditable manner, that he sets a good example before his children and that he commits no act which will degrade and disgrace him and them in the eyes of the world. The drunkard fails in all these requirements. By excessive drinking he interferes with the most sacred rights of his family and thereby forfeits his own right to get drunk.

But suppose that a man has not a relative in the world, can he then drink to excess without interfering with anybody's rights? If he is on a salary he loses time and puts his employers to inconvenience; he offers temptation to his friends, he leads to ruin young men who are wavering between right and wrong, and sets a fearful example to many boys whose parents have spared no effort to train them carefully and keep them from evil habits. Four-fifths of the crime in the world, murder, fighting, wife-beating, etc., is committed by men under the influence of liquor. And yet they will say, "I have a right to drink as much as I choose." Intemperance fills our penitentiaries, jails and almshouses; it makes necessary the criminal courts, with all their innumerable expenses, it calls for an additional police force, and all these costly institutions are maintained by the taxes paid, for the most part, by temperate men, for drunkards, as a general thing, do not accumulate property. Every man who, through drunkenness, increases the crime or the poverty of the world, infringes upon the right of sober, industrious citizens, the right to have taxation as low as possible. Finally, not to consume any more time upon the subject, can there be given one single instance where a man may habitually exercise his right to get drunk and not interfere with the rights of other people?

For a man to drink to excess and "degrade himself in his own eyes, and those of his wife, mother and sisters," and still "keep himself respectable, respectful and manly," is among the things that are not possible to human nature. In ninety-nine cases out of a hundred, constant drinking leads to immorality, it degrades all the finer qualities of a man's nature, it draws him away from religious influence, it develops the sensual and weakens the spiritual part of his being, it destroys his reverence for the pure and good, it causes a thousand bodily ills which affect the heart, the nerves, the brain, until the man is completely transformed from the noble, intelligent creation of God to the weak, irresponsible creature of intoxicating drink. It is utterly impossible to respect a drunkard. We may admire certain good qualities in his character, but he is beyond the pale of respect.

Want of space compels us to glance hastily at the other points in this plea for intemperance.

"I think it is no more harm for a man to drink too much than for a man or woman to lose control of tongue and temper and give reign to vile and hateful words."

One might as well argue that it is no more harm to kill a human being than an animal. There is just as wide a difference between drunkenness and losing one's temper. The latter is certainly a weakness and will occasionally get the possessor of a sharp tongue into trouble. Unkind words make a wound which cannot always be healed by an apology or acts of repentance, but they are as a ripple upon the surface of a brook compared to the mighty wave of intemperance that threatens to sweep our nation out of existence. Infirmities of temper are the little foxes that nibble away at the sweet vine of domestic peace, but intemperance is the whirlwind that tears it up, root and branch, and leaves it ruined forever, dead beyond the hope of resurrection. Although watered by the tears of loving women and tender children it never blooms again.

"There are other intemperate habits which I deplore equally with this, a heavy snuff dipper should not be allowed to spit upon the floor of a crowded car or the vulgar lout to throw his cud upon the sidewalk where ladies pass."

These are indeed disgusting habits, but not by any means to be "equally deplored" with the fatal habit of intemperance. If every man and woman in the country used snuff and tobacco it would have no perceptible effect upon the domestic or business interests of the nation. Using tobacco never ruined a man financially; it never dragged him down from lofty manhood to abject beastliness; it never incited to the most dreadful crimes; it never ruined happy homes; it never broke the hearts of loving parents; it never cast virtuous women and innocent children into the street to starve, to freeze, to die. Whisky has done all

this and a thousand times more. No tongue can tell, no pen can describe the evils of intemperance.

And then shall any one, and especially a woman, say, "If loving relatives could persuade themselves that it is man's right, and in itself no great harm, they would be less unhappy about it; why not learn to endure it and ease the torturing heartache which it is bound to cause?" Never, never. When woman compromises with this sin and admits that it is right, then, indeed, all is lost, and alcohol is king. Does it ease the heartache because we have taught ourselves to endure it? It is not best that women should endure these things in patience and silence. All that is noblest in womanhood protests against it. Every wife, mother and sister is called to this work. In whatever you are strongest, in speech, in prayer, in example, in labor, employ your forces. Will that woman who has sat alone through all the dark hours of the night, hearing each stroke of the clock fall like clods upon a coffin, feeling that all the joy and brightness had forever gone out of life, waiting for husband or son to come reeling home, a wretched, hopeless wreck—will that woman say, "It is his right!" Will the woman who remembers a beautiful home, a loving husband and happy children, and who now sits in poverty and desolation, her husband a drunkard, her children crying for bread—will she say, "It is his right!"

Intemperance is the most formidable evil that threatens our republic. We are talking of spending vast amounts of time and money for a navy to repel an imaginary foe at an uncertain period, but here, now, within our borders is an enemy strong enough to subdue the world. This force must be met and conquered. It may be best accomplished in your way, it may be in mine, but it must be done. Whatever most effectively tends to lessen the traffic in intoxicating liquor and decrease the number of drunkards, that is the best method, whether it be prohibition, local option or high license. Men and women must lay aside all prejudice and all personal feeling and work together in the common cause against intemperance.

PENELOPE'S MEMORANDA.

Buffalo Express.

I went down town with Penelope, and she gave me a peep into her memoranda. Her list of errands was unique, and I copied it as a curiosity: "Piano plush potatoes ironing Evarts flat."

"In the name of wonder," I asked, "what are plush potatoes, and why are you going to iron poor Mr. Evarts flat? I assure you it will not be easy to do that, for it was tried last winter at Albany, and was a dismal failure."

The key was this: "See to having piano tuned—two yards of plush for a picture frame—order some potatoes—new ironing-board and another flat-iron wanted—tell husband to come early to dinner so they could go to hear Evarts speak."

INTEMPERANCE.

GREENVILLE, TEXAS, Dec. 10, 1885.

To Woman's Department:

"Geraldine," what shall I tell you of intemperance? I am anti-prohibitionist to some extent I fear.

Like the Irishman who said: "I believe in Jesus Christ, and the longer I do live the more I do have to believe in him," I believe in charity and loving forgiveness of other people's faults, and the longer I live the more I do believe in it.

I suppose of course, that by intemperance you mean an excess of whiskey drinking. That it is sadly wrong and degrading for a man to deny his family necessities, comforts, or even luxuries, that he may indulge this vice, I admit and deplore.

But why should he be more censured than the man who, through careless improvidence fails to supply wife with means and children an education. It is much in the man as to its being wrong for him to drink. If he earns his own money, or has plenty without earning it, and provides well for his family, if he has one, or keeps himself respectable, respectful and manly if he has not, then he does no one harm but himself. True he degrades himself in his own eyes in those of his wife sister or mother. Yet in a measure I think he should have a right to do so, and if those loving relatives could persuade themselves that it was his right, and in itself no great harm, they would be less unhappy about it, and life would look brighter to them. It is almost impossible to cure a man of this habit, then why not learn to endure it, and ease the torturing heartache which it must be bound to cause in every female breast, which regards it as an unpardonable crime for a man to become drunk.

I think it no more harm for a man to drink too much, than for a man or woman to loose control of tongue and temper and give reign to vile and hateful words, to berate and demean loved ones, only because they are angry and do not care. that is a pitiful excuse, indeed, words of spite and indecency reverberating on forever and ever into the great mysterious region where sound never ends but echoes on and on. Can the drunkard feel more compunction of conscience think you, than the loving wife, who, in a moment of forgetfulness and spite has flung caution to the winds and indulged this puny wrath. Why? "Oh I was so mad did not care but I'm sorry enough now." So is the poor man whose head aches and whose conscience upbraids him enough, poor, pitiful fellow he looks as if a cup of strong coffee and a woman's sympathy would come nearer reforming him now than o'er much scolding. Yet he has done wrong, very wrong, in woman's sight and in the sight of God, Who made him the noblest being on earth, a pattern and example for others and Who commanded woman to obey.

There are other intemperate habits which I deplore equal to this, not but I believe every man and woman has a free moral right to make a charnel house of thier mouths if they wish, still I say they should keep within the bounds of decency, and a heavy snuffdipper should not be allowed to spit upon the floor when traveling in a crowded car, any more than the vulgar lout should spit upon, and throw his clumsy cud upon the sidewalk where ladies pass

constantly all day long. But why should I write of these things here, the readers of the Magazine are all gentlemen and ladies, and to them the caution is useless.

It is to the young that life looks brightest and most happy and whatever they feel will amuse them most, they will surely have. Not until experience has broadened thier views, and age has matured thier ideas, will they feel and think but that, whatever pleases them most it is right that they should have.

The man who has a loving sympathetic wife, and fails to do his utmost to provide her home comforts, and by every endeavor to make her life brighter, her care less, to show his love and appreciation of her efforts to brighten his home and heart, to train his children to take thier places in society here, and Eternity hereafter, who thoughtlessly leaves her to plod her weary way with no loving words of cheer, is in my humble opinion, as poor a man as he who is good when he is sober, and bad when he is not.

Yet I do not mean to espouse the cause of those weak creatures who are moral wrecks and seem to have no will of their own. Would they be better or do better, would the world be more prosperous if they could not get the wherewithal to drink?

It is very intemperate I think for a young lady or girl to sleep late and leave Mother to make beds clean kitchen and keep a warm breakfast for her idle daughter, to such I say the day is past in the South when it was considered a mark of distinction to be idle or unlearned in the mysteries of house-keeping. And any one who supposes such is not the case announces themselves uninformed. Many intelligent, wealthy, refined people of note, at the World's Fair in New Orleans remarked the fact with surprise. People who had received all their ideas from Northern writers of such pieces as Mrs. Harper's in the Dec. No. of the Magazine, and who expected to find all Southern ladies languid, billious, soft-eyed and lazy, were surprised into an expression of thier surprise at the energy and vim with which the ladies attended to business of all kinds. Perhaps Mrs. Harper forgets that all Railroaders are not from Ohio, or even from the North. Perhaps she has never realized that the most of the "poor white trash" in the South are composed of tramps from the North, who too idle and lazy to provide for themselves in the colder climates have migrated to the South to winter themselves, and that we are not altogether to blame for the mass of ignorance and superstition let loose among us whom she calls the "indigent negro." Perhaps she was so busily engaged in building her residence among them that she had no time to form more desirable acquaintances, or for self-interest if no other motive she would decrease the value of her property thereby altogether ignoring all redeeming qualities. Moreover Florida is not, nor has ever been, a representative State of the South.

Perhaps I am too trully a Southerner and failed to understand what would otherwise have been a lovely graceful letter but I find many of Mrs. H's warmest admirers feel as hurt as myself. We had come to look upon the Magazine as much for South as North. Perhaps we are like I heard a gentleman from Boston, Mass., say, "The more I see of the ways in the South the better I like them. Here I notice that a man

cannot speak disrespectfully of a woman or any women without some one is ready on the instant to take it up. There is more universal respect paid to women here, more love of home and country by far than in the North. More warm hearted, honest, downright grit and fight in a man here if a word of disrespect is spoken of the one or the other."

Wishing you a happy New Year I remain

Irene.

[If the first part of this letter surprised me the last part filled me with amazement and I hastened to hunt up a December number of the Magazine to see what it was that had caused such an outburst of temper on the part of "Irene," a thing which she "deplores equally with drunkenness" in this very letter. I fail to find anything in the article referred to that need give offense to any Southerner, nor do I think it has offended, except in this one instance. There is not the slightest reference to the habits of southern ladies. A comparison was drawn between the vivacity and energy of Ohio and Florida and it would be almost impossible to make the comparison strong enough. There is something about the climate of Florida that is very enervating and makes the people feel more like resting than working. The prosperity which the state is now enjoying is almost entirely due to northern capital and enterprise. These two powers have also made themselves felt throughout the entire south. There is probably no state in the union that so swarms with shiftless negroes as Florida, but I am very glad to hear them defended by a native southerner. It was not always thus.

The term "poor, white trash," which seems to have given such offense, was put in quotation marks and is a term that is seldom heard in the north. It can hardly be applied to northern tramps as it was in general use during the days of slavery and was given by masters and slaves to the poor, trifling whites who lived around in cabins. They still exist and are a sort of curiosity to people of the north who are compelled by the exigencies of the climate to work or freeze and starve. There is no occasion for any self-respecting, industrious southerner, a "rail-roader," for instance, to become angry at a reference to these people. Such a man has just as great a contempt for these lazy, worthless persons as northerners have. There is more energy and enterprise displayed in the towns and cities of the north than in those of the south, but it is the general opinion in the north that the south has made wonderful progress considering her great disadvantages. Personally I entertain the friendliest feeling toward southern people and I believe the southern readers of the Magazine have too much good sense to take the slightest offense at anything in the Christmas article.

The Boston man referred to was either giving what our naughty boys call "taffy" or else he was decidedly "green." I do not quite understand what he meant by "warm-hearted, honest grit and fight," but this I do know, that you cannot go so far east or west or north or south that you do not find men everywhere ready to protect and defend a woman.—*En.*]

SERVANT-GIRLS deposit more money in the savings-banks than any other class of female workers.

To Woman's Department:

THE LIGHT OF HOME.

My boy, thou wilt dream the world is fair,
And thy spirit will sigh to roam;
And thou must go, but never, when there,
Forget the light of home.

Tho' pleasure may smile with a ray more bright,
It dazzles to lead astray;
Like the meteor's flash, 'twill deepen the night,
When thou treadest the lonely way.

But the hearth of home has a constant flame,
And pure as vestal fire—
'Twill burn, 'twill burn forever the same,
For nature feeds the pyre.

The sea of ambition is tempest-tossed,
And thy hopes may vanish like foam,
But when sails are shivered and rudder lost,
Then look to the light of home.

The sun of fame, 'twill gild the name,
But the spirit ne'er felt its ray,
And fashion's smiles that rich ones claim
Are but beams of a wintry day.

And how cold and dim those beams must be
Should life's wretched wanderer come,
But my boy, when the world is dark to thee,
Then turn to the light of home.

—*Hannah M. Crofton.*

LINDSAY, ONT.

VINCENNES, IND., December 10, 1885.

To Woman's Department:

I have been an appreciative reader of the Firemen's Magazine for a year and hope to continue reading it as I think it a very interesting book and one which every Fireman should take. But I am afraid some of them do not, on the plea that they are not able to do so. But, dear Brothers, why not cut down expenses on something else, say cigars for instance. I am sure if you would smoke less you could easily afford to take the Magazine. I have in mind now some of the boys who spend twice as much for tobacco in six months, or less time than that, as it would cost them to subscribe for the Magazine a year.

I learned through the kindness of one of the Brothers that the Old Post Lodge is in a flourishing condition under the management of the new and worthy Master Chas. H. Appel. He is the right man in the right place and is highly esteemed by the Brothers. It is rumored that before next June's roses have opened their petals in response to the kiss of the early summer sun, that some of the boys will have become benedicts, and I suspect our worthy Master will be one of them, as I think prospects are good.

We wonder why the former Master of the Lodge, By Robinson, goes to Seymour so often? The boys are anticipating their annual ball New Year's eve. I will close, hoping this may not find its way into the waste basket, and wishing the Brotherhood a merry Christmas and a happy New Year, all prosperity and success in their noble calling. May the Father above guide and direct them on their perilous journey through life is the wish of

Ida May.

A MAN at the telephone, the other day shouted: "Hello, there; why in thunder don't you speak louder?" An angelic voice replied, "what did you say?" "Oh!" exclaimed he, recognizing the voice of the daisy at the central office, "excuse me: I thought I was talking with my wife."

FORT DODGE, IOWA, Dec. 10, 1885.

To Woman's Department:

The Magazine is at hand, and I take a great interest in its contents. As I have never seen anything in the Magazine concerning Webster Lodge, No. 222, if you will spare me space in the Magazine I will say a few words for the boys, some of whom I know personally. I am not acquainted with them all, but those I do know are sober, industrious, straightforward young men, an honor to the Order.

On November 25th, Webster Lodge gave a grand ball which proved a success. The attendance of ladies and gentlemen was very large, and a pleasant evening of enjoyment passed. On the same evening the Brotherhood boys were presented with a very beautiful and costly altar cloth. The ground is fine crimson silk velvet, with black satin border, which is ornamented with hand-painted flowers. Also a beautiful motto with the words, "Benevolence, Sobriety, Industry," painted on dark red satin and framed in a beautiful gilt frame, a gift from the Firemen's wives.

The Locomotive Firemen are brave, generous, open-hearted men, their life is one of constant peril and hard labor, their pleasures are few. I could but think this as I gazed upon the pleasant party of Brotherhood men assembled in the ball room; the smiling faces, the hearty greeting to all, showed their Brotherly respect to one another. May God bless these boys and protect them from the many dangers they are exposed to, and grant them a long and pleasant life on the rail, is the wish of a Fireman's wife.

M. E. M.

HIS GOOD MEMORY.

Men who dislike shopping—and where is the man who does not?—should inform themselves in regard to the meaning of "a few little things," as women interpret that vague kind of phrase. Mr. S— wanted to move from the city to a small town near by in which there were but one or two stores. He would be in the city every day, and agreed to purchase the "few little things" his wife could not buy in the village stores.

"You'd better put them down on a piece of paper," said Mrs. S—, when about to give her first order.

"Oh no," said Mr. S—; "my memory is good."

"Well, then," began Mrs. S—, "a spool of 60 Coates black thread."

"Yes," said Mr. S—.

"A yard of not too light and not too dark calico."

"Yes."

"A small hammer, a can of peaches of the Pasadena brand, a dozen small pearl buttons, two yards of cardinal ribbon, silk on one side and satin on the other."

"Yes," said Mr. S—, thoughtfully.

"A pair of slippers for baby, a dozen lemons, a good tooth-brush, a pineapple, two ounces of sky-blue Germantown yarn, an ounce phial of homœopathic nux vomica pellets, a"—

"Wait a second," said Mr. S—, counting on his fingers and looking perplexed.

"And a bottle of vanilla extract, and a yard of triple box-corded crepe lisse ruching, and three yards of small checked nainsook, and"—

But Mr. S— had seized his hat and was running for the station.

What the poor man brought home was a yard of bed-ticking, three yards of black crape, a bottle of vinegar, eight yards of nankeen, a scrub brush, a pound of green yarn, sixty spools of "coat-thread," a yard of very light and a yard of very dark calico, a pint bottle of homœopathic pills.

"There, my dear," he said triumphantly, throwing down his numerous packages, "I don't think you'll find a thing missing. Who says a man can't do shopping? My memory never played me false yet."

MATRIMONIAL ITEM.

"What does the parable of the seven wise and the seven foolish virgins teach us?" asked a Dallas lady, who was teaching a class in the Sunday school. "That we should always be on the lookout for a bridegroom," replied one of the smallest girls in the class.

A GOOD EXCUSE.

Little Johnny Fizzletop got a scolding for tearing his new pants. He fell, while running, and split them at the knee.

"Oh, you bad boy," said his mother angrily, "how did you come to be so careless as to tear your pants?"

"I cannot help it, ma, I fell so quick that I didn't have time to take them off," replied Johnny.

THE CHILDREN'S SAD INHERITANCE.

Huxley.

Nothing in this life, to me, is sadder than the fact that a man, watching the development of his children, doomed to see his own peculiarities, his own faults—the things which he condemns in himself—cropping out in them. They may have his good traits too. But nothing that he can do will prevent those old faults from coming out in them.

AGRICULTURE FOR GIRLS.

France has agricultural schools for girls. One of the chief is near Rouen, which has 300 girls from six to eighteen. The farm has over 400 acres. Twenty-five sisters are the teachers. The pupils are in great demand on account of their great skill as stewards, gardeners, farm managers, dairy women and laundresses. Each girl has, on leaving, an outfit and a small sum of money, earned in spare hours. If they want a home, they can always return to Darnetel, which they are taught to regard as home.

A PHENOMENAL BROTHER.

Chicago Tribune.

I suppose it is something of a phenomenon, but I know a man here who takes his sister to all the first nights at the theatre, and who actually gave her a monopoly of the opera season. I was praising him and saying all sorts of things complimentary over his dutiful conduct. He said:

"No. There's nothing wonderful or extraordinary about it. She is the only woman I know in whom I have the most thorough confidence. She is always the same, always pleasant and affectionate, and to tell you the candid truth, I am afraid she'll go and marry some of those imitation men around here and be unhappy all her life. She has nobody else to look to, and I'll take care she does not have to look to anybody else. I suppose some day a genuine man will come along. If he's a genuine man I won't object. Until he does come, old boy, she's good enough for me, and if I ever find as good a girl I'll marry her."

CHINESE SUNDAY SCHOOL SCHOLARS.

New York Tribune.

Sometimes strange difficulties are encountered by the young ladies who are endeavoring to teach Christianity to the Chinese in the Sunday schools of the metropolis. One of the most conscientious, as well as one of the brightest and prettiest of these teachers was attempting in a Brooklyn school, recently, to inculcate upon the heathen mind of a sleek-looking Mongolian the lesson of charity toward all. "God loves every one," she said. "We should love every one." The Chinaman looked meekly up into her face and quietly asked: "Does God love me?" "Yes," the young lady replied. "Do you love every one?" was the next pointed inquiry.

"Yes," she answered.

"Do you love me?"

"Y-y-yes."

"Will you marry me?"

There was no direct answer to this question, but the teacher has since changed her pupil for a Chinaman of less logical turn of mind.

THERE are now on the roll of the "Harvard Annex" the names of fifty-five young women who are pursuing the Harvard course of study there; forty-four from Massachusetts, three from Maine, two from Minnesota, and one each from New York and five other states. This is an increase of six over the roll of the preceding year. Twenty-two of them are taking a full four years' course, seven an elective course of four years, and all are doing a higher average of serious and difficult work than the students of Harvard College.

Do the opponents of women suffrage ever stop to think that fifty years ago the wife had no legal existence. She could neither own nor inherit a dollar which was absolutely her own; her property became that of her husband and heirs; her children belonged exclusively to him. The only right that she could legally claim was that of food, shelter and raiment. To all intents and purposes she was a pauper. The partial amelioration of her present existence, which has been brought about by these terrible woman's right women, receives from many who are unconsciously benefitted, ridicule instead of gratitude, sneers instead of encouragement. The opponents to the "movement" say that it means revolution. Of course it means revolution. Nobody denies it. It means a revolution that is needed. After it passed through the transition state, with all the disagreeable, unattractive and painful phases of its struggle, it will elevate both men and women to greater moral height than has been accomplished by any revolution that this little globe has yet seen.

MRS. ELIZABETH CADY STANTON through the *Woman's Journal* thanks "one and all" who remembered her seventieth birthday. She says: "This has been the happiest birthday I ever had. Those only who have been under the ban of disapproval most of their lives can know how sweet are the words of approval and affection in the sunset of life. I have had letters, cablegrams, books and pictures sent me from Germany, France, and England; telegrams, letters, silver, gold, bank checks, mosaics, bronzes, California blankets, baskets of fruits and flowers, and most beautiful tributes in prose and verse from all parts of the United States. This generous outpouring has been a great surprise as well as pleasure to me, I shall treasure all these as precious mementoes from my large family of suffrage sons and daughters. Really, it is better to celebrate a birthday than to die, as in the one case you can hear all your cardinal virtues fully set forth, and try to live up to your friends' ideals evermore; while in the other case, the messages are lost to the one most interested. On the evening of my birthday I gave an essay on 'The Pleasures of Old Age,' at a pleasant reunion of our suffrage friends in Dr. Clemence Lozier's hospitable parlors. I proved (to my own entire satisfaction at least) that fifty and not fifteen is the heyday of woman's life."

THINK A MOMENT.

Think a moment. Will you be led to say: "The good old ways are good enough for me," and so drop into the swollen ranks of teacherdom, or rattle awhile on a martyred piano, and then set up for a musician, though you have not a particle of music in throat or finger-tips? Or will you stay at home and let papa support you until you grow tired of doing nothing and expecting nothing, and proceed to marry some man whom you endure rather than love, just to get decently out of your dilemma?

Nay, I do you injustice. Few girls who breathe the free air of our western prairies will be so cowardly. I may not construct your horoscope, but this much I will venture—that when you marry, no matter what you find, you will seek not a name, behind which to cover up the insignificance of your own; not a "good provider," to feed and clothe one who has learned how to feed and clothe herself; not a "natural protector," to shield you in his plaidie, the laddie, from the cauld, cauld blast; but you will seek (and may heaven grant that you shall find) that rarest, choicest, most elusive prize of man's existence, as of woman's: one which—mournfully I say it—the modern marriage is by no means certain to involve, namely, a mate.

HERE is a sermon on home life, taken from an exchange, which we commend to mothers who are continually telling their children not to go there and to keep out of here for fear of soiling the carpets or "mussing up" the furniture:

Mothers who are disturbed by the noise and untidiness of the boys at home must be careful, lest by their reproaches they drive their children from home in search of pleasure elsewhere. "There are those banisters all finger marks again!" said a mother, as she made haste with a soft linen cloth to polish down the shining oak again.

"George," she said with a flushed face, as she gave the cloth a decided wrench from the basin of suds, "if you go up those stairs again before bed time you shall be punished." "I should like to know where I am to go," said George. "I can't stay in the kitchen, I am so much in the way, and I can't go in the parlor for fear I'll muss that up; and now you say I can't go up to my own room. I know of a grand place where I can go," he added to himself; "b'ys are never told they are in the way there, and we can have lots of fun. I'll go to Nell's corner. I can smoke a cigar now as well as any boy, if it did make me awful sick the first time. They shall not laugh at me again about it." And so the careful housekeeper virtually drove her son from the door to hang about the steps and sit under the broad inviting portico of the village grog shop.

WOMEN IN HORTICULTURE.

The Nebraska Horticulturist says it has no patience with the superficial observers who tiddle about the degrading effect of out door work upon women. They must be peculiar women who can be more "degraded" by working in God's pure air, amid the beautiful sights and sounds of nature, among the wonderful plants of garden and field, than by being cooped up in a hot kitchen, handling pots and kettles, doing chamber work and mending old clothes. No honest work is degrading to any woman, unless it injures the moral nature or weakens the body. We owe to our husbands, and wives, and children, and to our Maker, the duty of performing the work before us to the best of our ability. We also owe to them the duty of doing the work we are best fitted for, and to take good care of our bodies in order that we may do our work well.

No industrial pursuit is better fitted for women, and they to it, than horticulture, the culture of fruits, flowers and vegetables, for pleasure or profit. Already millions of women cultivate, and love as pets, the few flowering plants and vines in their windows; thousands know the pleasure of flower beds, and hundreds are practicing the art of gardening on a large scale as a profession. May their efforts succeed, and many thousands more join their number. Thus will horticulture be honored, their own lives be made more beautiful and useful, and mankind be blessed by the better health and higher aims of the mothers of Christendom.

AFRAID OF HIS SWEETHEART.

Chicago Herald.

The young man who is afraid to ask a young woman to marry him is, as a general thing, too slow for this day and for the girl. It does not necessarily follow that the young lady will want to marry him, but, like other human beings, she will wish to have a thorough understanding with him, and, not being privileged to introduce the subject to him, she will naturally expect him to broach the matter in his own way.

It is a very serious mistake for a young man to imagine that young women are so different from himself. They are animated by the same impulses, and if he is reasonably attractive in person, mind and manners, the chances are that they are thinking as much about the subject that is uppermost in his mind as he is. They are human beings, you know, as you will discover, and they will think more of you if you address them manfully than they will if they discover that you are afraid to say that which they may be, for all you know, dying to hear you say. In any event you can not pay them a higher compliment than to show a willingness to pay for their board and clothes.

FIREMEN'S DEPARTMENT.

Correspondents must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

**LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.**

FEBRUARY, 1886.

MONTEREY, CAL., Jan. 12, 1886.

Editors Magazine:

Some years ago while traveling east I had the pleasure of meeting the Editor of the Firemen's Magazine, a young man of scarcely five and twenty years, with a bright countenance and a warmth of nature that made me admire him, and while in conversation he said to me, "Some day the Magazine will be the leading journal published in the interests of railroad men." At that time the Magazine contained only thirty-two pages, with a circulation of 3,200 copies. During my conversation with the Editor I became so much interested that I determined to become a subscriber; and from that time to this the Magazine has been an indispensable article in my family and its monthly visits the source of much mental enjoyment, and I never fail to have my name upon the list of subscribers at the beginning of each New Year. Having just received the January number for 1886, the predictions of the Editor, made five years ago, are brought to my mind, as I see to-day that the Firemen's Magazine is the leading journal published in the interests of Locomotive Enginemen, and I doubt if there is any periodical that is published in the interests of railroad men that surpasses it. The January issue is filled with choice literature. The editorials are ably written and contain meat for thinking minds. The Woman's Department, under the management of Ida A. Harper, is replete with good things. The correspondence is bright and flashing, and the spruklings of wit among the more quaint and pathetic serve to make its columns teem with interest to all classes of readers. The entire make-up of the Magazine is in keeping with the times, and shows that the Brotherhood of Locomotive Firemen believe in progression, and that they are not satisfied with a pamphlet of thirty-two pages as published five years ago, but as they grow in numbers so must their Magazine increase in merit and size.

The enterprise of the Order is shown in the prize offered for 1886, viz: a cash prize of \$500.00 to the agent that secures the largest number of paid sub-

sscribers for the year 1886. Never before was such an inducement held out by the publishers of a journal as is offered by the Brotherhood of Firemen. I almost wish that I was a Locomotive Fireman that I could enter the contest. What a prize! Enough money to build a home for one's self. I am confident that the members of the Order will all strive to secure this handsome sum. It should attract the attention of all classes of men, and those who admire enterprise should subscribe for the Magazine, and thus assist the Brotherhood and help to place the prize in the hands of some worthy member of the Order. Heretofore, when prizes have been offered, I have noticed that Chicago, Ill., or Little Rock, Ark., have been the contestants, but this year I hope to see every Lodge enter the fight, and not leave it until the clock strikes the hour of twelve on December 31st, 1886. The members can well afford to work for such a reward as awaits the victor. The agent that starts out to get subscribers has got something to encourage him. The members have got something to be proud of, and should get as many to subscribe for the Magazine as possible. I see that the Editors pledge a circulation of 30,000. The latest membership returns that I have been able to see report 15,000 on the Rolls. One can easily see how quickly the required 30,000 subscribers can be obtained if every member takes a copy and gets one additional subscriber.

With the prize offered, I am confident that the Editors will not fail in fulfilling their pledge, and I shall watch the contest with interest, as I am certain it will be an interesting one, and although I am denied the privilege of acting as an agent, I shall do all I can to assist the members residing on the Pacific Coast to carry off the prize.

A Friend of the Magazine.

NEW YORK CITY, Jan. 9, 1886.

Editors Magazine:

During the past week hundreds, yes, we may say thousands, of people looked forward with serious misapprehensions when it was announced through the columns of the press that there would be a strike upon the Elevated Roads. This announcement, we are informed, was without authority, however great may have been the dissatisfaction among the engine men. The members of the B. of L. F. with this burden upon their minds, acted wisely and well; their conduct was a credit to themselves and the Brotherhood. After the grievances had been amicably adjusted by the gentlemanly committee, all was silent, not a loud or unkind word was spoken, no groups collected on corners or public places to give vent to their feelings or shout for joy over the victory gained. They parted, each going to his respective home carrying the news of success within his faithful breast—when I say faithful, I mean it in every sense of the word.

It is our earnest desire that every Fireman that is not a member of that noble and good Order, the B. of L. F., may waste no time, send in his application and assert his manhood, stand for right and justice, and fear no harm. May your ambitious steps carry you to the topmost round in the ladder of fame.

Much credit is due the young Master, Mr. Ford, of Just in Time Lodge, No. 149, for the creditable man-

ner in which he conducted its affairs, and also to his members for the manner in which they supported him. Well may he feel proud of them, as does every honest Locomotive Engineer in the land. This is a lesson learned. The very consciousness of the possession of a great power will ever make a generous mind gentle in its exercise. To rule well has been the fortune of but few, and may well be the goal of an honorable ambition. It is not by the strong arm of iron will that obedience and order, the chief requisites of good government, are secured, but by holding the key to the hearts of men.

Be honest, be just and discreet, follow the example set by the B. of L. F. on the Elevated Roads, and you will merit the respect due you as an organization. We know of no instance where your members have proved to be disloyal or unfaithful to your cause, and we hope that no such instance may ever be recorded. Remember that you are a Fireman to-day, and an Engineer to-morrow.

"The pure, the bright, the beautiful,
That stirs our hearts in youth,
The impulse of a worldless prayer
The dream of love and truth;
The longing after something lost
The spirit's yearning cry,
The striving after better hopes,
Are things that never die.

"The timid hand stretched forth to aid
A brother in his need,
The kindly word in grief's dark hour,
That proves a friend indeed;
The plea for mercy softly breathed,
When justice threatens nigh,
The sorrowing of a contrite heart,
Are things that never die.

"Let nothing pass, for every hand
Must find some work to do,
Lose not a chance to waken love,
Be firm and just and true;
So shall a light that cannot fade
Beam on thee from on high,
And angel voices say to thee,
'These things can never die.'"

J. Puffenberger.

Division No. 292, B. of L. E.

SAN MARCIAL, NEW MEX., Jan. 5, 1896.

Editors Magazine:

Being an admirer of your Magazine, and not seeing anything in it from this place, I thought I would risk the much-dreaded waste basket, and write a few lines as a first attempt. Magdalena Lodge is in a prosperous condition. She has twenty-two good members, who are all sober, trusty fellows. Ed. Lyons, Master of Magdalena Lodge, has just returned from Canada, where he has been for the past two months, visiting his parents. Emory Comstock, our worthy Financier, accompanied by Sam Bayless, another member of No. 261, have just returned from Topeka, where they passed an examination as to their proficiency for the right hand side. They are both pulling the throttle now, and we feel assured of their success. Keep your eye on the switch targets, boys, and don't forget to whistle for road crossings. C. E. Wing, one of the oldest engineers on the Santa Fe, has lately resigned his position on the road and gone to Kansas, where, in future, he expects to engage in farming. Success to you, Charley, and may you live to eat the old hen that scratches on your grave.

A Friend.

FORT WAYNE, IND., Jan. 13, 1896.

Editors Magazine:

It is with deep regret that we chronicle the untimely death of Bro. Eugene Reubenball, of A. G. Porter Lodge, No. 141. He was one of our most esteemed members, and his death is universally mourned. The following account of the accident and death is taken from the Wyandotte Union: "In our last issue we gave an account of the accident that befel Eugene Reubenball, at Fort Wayne, last week, which at the time was not considered to be of a serious character; but in this respect the friends and physicians in attendance were awfully and painfully deceived. Amputation was made midway between the instep and toes of his foot, following which hopes were entertained of his speedy recovery. The young man did get along nicely for a few days, until it became apparent that gangrene or blood-poisoning had taken root, and then his condition became critical, and his parents and friends here were admonished to prepare for the worst. Mr. Reubenball, the young man's father, went to Fort Wayne immediately upon receipt of this news, and on Sunday morning the sad intelligence reached here by wire announcing the death of Eugene, which had occurred at about three o'clock that morning. Our people were startled by the announcement, as only a few knew of the unfortunate change that had taken place in his condition, and thought that it could not be. Mr. Reubenball returned home on the ten o'clock train and substantiated the sad tidings. The remains arrived in this city on the eleven o'clock train Sunday night, and were immediately conveyed to the residence of the deceased's parents, corner of Fifth and Crawford streets. Six pall bearers accompanied the remains from Fort Wayne, viz: Will Beck, John Fox, Adelbert Miller, John Murphy, Joseph Stewart and William Fredricks. The deceased was a devoted member of Lodge No. 141, Brotherhood of Locomotive Firemen, and about thirty members of the Order followed the body to this city, including a number of ladies. The remains were encased in a magnificent casket, embellished with emblems of the Order. On the lid of the casket was a beautiful wreath of natural flowers, unique in design, and a purple velvet sash, a regalia of the Order. When the lifeless body was taken into the presence of the parents, the scene was extremely affecting, and brought tears to the eyes of every one present. The anguish of the fond mother was especially touching. Her first utterance upon viewing the remains of her lifeless boy was, "O 'Gene, I cannot fill the dinner pail for you any more," and then sank into a chair. It had been the mother's custom, on her son's in and out trips through this city, to send him a warm lunch and dainties of the pantry, and it was the thought of this that gave rise to the utterance. The deceased was born in this city, December 15th, 1860, and was consequently entering upon the twenty-sixth year of his age. He entered into the service of the P., F. W. & C. Railroad Company about three years ago, and was acting in the capacity of fireman when the accident happened which caused his death. He was a young man of unquestionable character, steady and industrious, gentle in his manners, kind of heart and upright in purpose, qualities which rendered him a great fa-

vorite in the circle in which he moved. He was loved and esteemed by all who knew him, and in his early death his friends have suffered an irreparable loss. He was cut off in the bright morning of his existence; at a period when life is most enjoyable, death laid his icy hand upon him and numbered him among the victims of his power. To the bereaved parents, brothers and sisters, we extend our sympathies, and tender all the consolation in our power to soothe the pangs of their aching hearts. It cannot but be comforting to them to realize that their departed son is now at rest, free from contaminating influences of this sinful world, and that his gentle spirit is in the tender keeping of the Heavenly Father, who is merciful and doeth all things well. The funeral took place on Monday afternoon, the services being conducted at the M. E. Church, by Rev. N. B. C. Love. An impressive ceremony was also performed by the Order of the Brotherhood, after which the remains were consigned to the tomb in Oak Hill cemetery." Yours fraternally,

M. Miller.

—♦—
FORT DODGE, IOWA, Dec. 28, 1885.

Editors Magazine:

It affords me great pleasure to bear testimony in the columns of the Magazine to the gratifying success of our annual ball. It was a superb social gathering—each and all had a most enjoyable time and a handsome sum was realized with which to replenish the treasury of our Lodge.

Bros. C. Willey, A. Graves and A. W. Allis have wisely taken to themselves "a better half," and our best wishes are extended to the new benedicts. Bros. Korslund, Kelly and McVicker have been promoted to the right hand side on the M. & St. L., and they are now doing duty as "extras" when business is brisk enough to require their services. Bro. A. J. Fairburn was recently taken off the "141" and called in to see Mr. Place (M. M.), with whom he passed a very creditable examination on the running and management of a locomotive. He is now ready to hold the throttle and guide the iron horse safely to its destination.

Our Lodge is justly proud of the handsome gifts received from the lady friends of the Lodge on the night of the annual ball. The beautiful motto, so elegantly framed, will always be an incentive to us to keep nobly on in our work, while the elegant banner and altar cloth will be to us a source of inspiration and enable us to beautify, not only our Lodge room, but our characters and lives by a true devotion to the principles to which we are pledged. Our warmest thanks go out to these ladies, and it shall be our high ambition to so conduct ourselves as to merit their approval in all our undertakings.

Yours fraternally, C. W. G.

—♦—
The Committee of Endeavor Lodge, No. 267, that recently presented a formal request to M. M. Connell, of the Morgan Line, for an increase of wages of firemen from \$57.00 to \$65.00 per month, met with a friendly reception, and their request was promptly acceded to. The Committee desire to return thanks to M. M. Connell for the courteous manner in which they were treated by that gentleman.

SPRAGUE, WASH. TERR., Dec. 15, 1885.

Editors Magazine:

It was with feelings of pity and scorn combined that I read some weeks ago of what is considered by some men, a modern scheme for the suppression of riots, viz: the perfecting of a drill among the patriotic citizen soldiers of the country, by which riots, generally emanating from strikes, can be scientifically and systematically abolished. I allude to a recent drill, practiced and perfected in Chicago, by citizen soldiers on the lake front. The Secretary of War, I find, is also recommending that garrisons be established in the neighborhood of large cities for the preservation of peace.

I have heard of Chicago before (although I am somewhat isolated), and they tell me it is a mighty big place, but I am beginning to think that it contains some men with mighty little minds. The perfecting of a drill for the above purpose would cause me no surprise in such despotic countries as Russia, Austria or Germany, where military tactics are practiced and perfected to the highest possible degree, and where there is no peace only what is enforced by military decrees. My impressions have always been that we are a progressive people and that we are far more enlightened in all matters pertaining to the happiness and prosperity of man than any other nation in the world. But the practice of such tactics leads me to think that we are retrograding and falling back on old-time European notions of suppressing the people. It does seem strange to me in these days of education and advanced thinking, that there can be found sufficient men who are wage earners, to form a company in which they would be called upon to shoulder a gun to shoot down their fellow men when struggling, in many instances, to overthrow monopoly and moneyed despotism. I am in favor of law and order at all times, but I would not sanction the sacrifice of one human life to protect the finest property the city of Chicago contains. Property, so long as land remains, and labor is willing to work, can be restored; but when human life is gone, it is gone never to return—it is impossible to replace it: it is too precious to waste. It is an undisputed fact that men many times rise in indignation at the treatment they receive from wealthy employers, and it has become a common occurrence to read of street railway strikes resulting in riot and the destruction of life and property, through oppression and tyranny, long hours and small pay with which these laboring men are treated, when it is well known they are making immense profits for their employers. Of course these capitalists are entitled to a fair share of the profits accruing from the money they have invested, and the men are also entitled to a fair division of the wealth which their labor is creating. No man has the right to become immensely wealthy, a millionaire, for instance, at the expense of the blood, muscle and brains of his fellow man, wrung from him by a greedy, avaricious spirit, to hoard up more money than he can by any possible means either use or enjoy. It seems that almost the whole nation is at present struck with a mania for making money; the people seem to be making the almighty dollar the only God they worship.

The words of the poet Shelley seem to me very appropriate to the present time. He says:

"Commerce has set the mark of selfishness,
The signet of its all-enslaving power.
Upon a shining ore, and called it gold;
Before whose image bow the vulgar great.
The vainly rich, the miserable proud,
The mob of peasants, nobles, priests and kings,
And with blind feelings reverence the power
That grinds them to the dust of misery.
But in the temple of their hireling hearts
Gold is a living God, and rules in scorn
All earthly things but virtue."

Money was invented as a means to facilitate exchange and barter, and when sufficient of it is accumulated by any one man or corporation of men, and is used for purposes of oppression in any shape, our Government ought to be such that it would interpose its strong hand, and see that blind justice was rendered to every one. The laws of the country ought to be such as to compel all corporations to render a true account of their affairs, as to profit and loss, annually, to the Government, and when profits are accumulating at immense rates, all above a good and stated percentage should be again disbursed in the way of better wages and an improvement of their property, thereby giving a better remuneration to their employes and finding work for the idle thousands that are at present tramping the country.

It would reflect more credit on these Government officials, and the citizen soldiers themselves, if they would be found for once in the ranks of common humanity, advocating a system of arbitration, compelling corporations, as well as individuals, to ways of settlement of their grievances other than the sword. The sword is a relic of a bygone age, and it will eventually prove the poorest medicine to remedy the evils that are being brought about by a false conception of the use of money. *Sprague.*

BONHAM, TEX., Jan. 3, 1886.

Editors Magazine:

In watching each issue of the Magazine I never yet have noticed anything from J. H. Selby Lodge, No. 243, except once, and that was from one of our lady friends. We have got nicely fixed here. We meet in Odd Fellows' Hall every Sunday evening at 7 P. M., and we are in good financial standing, with thirty good members to keep us so, and we are receiving applications at every meeting. It is no more than right for us to mention a portion of our good members, although we have not space to mention them all. Bro. John Caudle, our Master, is doing good work on the right hand side, as well as in the B. of L. F. Bros. Oscar Oliver and Christman are tossing cars about with switch engines. Bro. F. S. Wallace has the finest passenger run in the land. Bros. Nance, S. Oliver, and Roberts are the "boss" hostlers here and at Texarkana. Bros. Smith and Markwith are old reliable firemen. And now comes Bro. Pat Hilburn, but I am afraid we are to lose him in the endless whirl of matrimony. But success, Patsy, in all your ventures. Bro. Rowe will be back to work in a few days, after a vacation for his health. Our Foreman, Mr. Joe Patton, cannot be excelled. He is genial and accommodating, and all our boys are highly pleased with him. I am sure they appreciate his kindness to the fullest extent. *Pick.*

MATES.

Out in the gloom of the tempestuous night,
Rushed the express in maddening flight.
At his post stood the driver, watchful and grim,
With nerves that ne'er faltered, nor eyes that grew dim.
And his mate, the fireman, in a glittering haze,
Scattered the coals 'mid the furious blaze,
The smoke-stack belched forth black cloud upon cloud,
The iron horse snorted fiercely and loud,
The rattling train thundered swiftly along—
But the winds that night chanted a mournful song.

Out flashed the headlight, far over the track
A wild torrent swept, making strong timbers crack;
The brave engineer with his hand on the lever,
Shut off! and reversed: you could hear the wheels quiver!
"Great God! mate," he cried, "the bridge swept away!
Jump! for your life, man, jump while you may!"
But the fireman answered, in tones not of fear,
"Old mate! if you stay, I'll remain with you here!"
The whistle shrieked "brakes," but the train rushed along,
While the winds chanted still their melancholy song.

Out of the flood where the engine plunged in,
And coaches dashed after with terrible din,
Tender hands lifted up man, woman and child,
All dead, with blanched faces and eyes staring wild;
And the mates were among them, mangled and cold,
One in his prime, and one stern and old.
While their old comrades stood sorrowfully by
Shedding few tears, they heaved manfully a sigh.
Ah! no more o'er the rail will these mates speed along,
For the winds that night had a dirge for their song.
TORONTO, ONT. *John Tierney, Jr.*

MILWAUKEE, WIS., Jan. 2, 1886.

Editors Magazine:

I have been reading the Firemen's Magazine until I have become devoted to it, and feel as though I must say something of interest to the members of Guiding Star Lodge, No. 130. The officers say they are doing remarkably well, having a membership of eighty or more, who are ready for action at any time they are called.

Guiding Star Lodge held its third annual ball at the West Side Turner Hall Thanksgiving Eve, and it was largely attended by its own members, friends and visiting members from Chicago, Stevens Point, and elsewhere. It was a grand success. Bro. McAuliffe was on the committee of arrangements, and occasionally he would be seen in the ball room dancing to his favorite air, "She's the only girl I love." Bros. T. Dwyer and J. F. Duggan made great headway as floor managers.

Bros. McAuliffe and Duggan have been promoted to the right hand side and are doing well. We hope Bros. Dwyer and McAuliffe will tell us "when it is coming off," and not surprise us too awfully. We are glad to see and know that Bro. McDonald has become our Magazine Agent, as he is the right man in the right place. Bro. John Rhine is dispatching nights now, and says that "it makes him feel just as happy as a big sunflower." I would like to tell on Bros. Ed. Moran and T. Hayes, the latter now of Baldwin Lodge, but perhaps they would want to give me a prize, and as I have already invested in the Louisiana State Lottery I prefer to wait. Some of the boys have been sick, and we are glad to see them well and able to be around again. *Cream City.*

JACKSON, TENN., Dec. 20, 1885.

Editors Magazine:

As we are just entering upon a new year, I thought it no more than right to say a few words for Friendly Hand, No. 201. We had our second annual ball on October 23d, and it was a complete success, both socially and financially. The hall was tastefully decorated with flowers and holly, and red and green lanterns were swinging from the columns. By seven o'clock the hall began to swarm with the fair sex and their gentlemen escorts, and from then to the early hours of morning the beauty and chivalry of Jackson kept step to delightful music, and every one went home wishing ere many months the B. of L. F. would give another ball. There have been a great many promotions among the boys here. Bros. Turney and Baker are running the Incline engines at East Cairo. Bros. Lashley and Henneberry are doing the switch engine act at Corinth, Miss. Bro. Ruffin has lately been promoted and is doing good service on the right hand side. As promotions increase, the matrimonial fever rages more intensely. Bro. Bledsoe, our able Financier, was the latest victim. He was united, Friday, the 18th, to Miss Minnie Tinkle, a very charming and accomplished young lady, and by the way the boys are saving up their money I think there will be several more weddings in the near future. Bro. Stearns, our late delegate to the Philadelphia Convention, still goes to the country just as often as he did in days of yore. Well, I will close for the present by wishing the B. of L. F. all success.

Tallow Pot,

HORNELLVILLE, N. Y., Dec. 23, 1885.

Editors Magazine:

The favorable reception of my former letter emboldens me to write again. Since writing last there have been some changes on the Western Division of the Erie, the saddest of which is the death of Engineer Henry Allen, one of the noblest men that ever ran an engine. His death was caused by his train leaving the track at a switch carelessly left open at Scio. He gave up his life trying to save his passengers, not one of whom was injured. He leaves a wife and one son, sixteen years of age. He was a man loved and respected by all who knew him. Bros. Woolard, Kraus, Smith and Trowbridge have been promoted to the right hand side. Bro. Joe Hammond has gone to Florida, with several others of the N. S. Division. They have a very good offer on a road out of Jacksonville. Several more are going as soon as they can make their arrangements. The members of 169 met last night at Bro. Spencer's, our able Financier, and presented him and his wife with an easy chair and a beautiful silver caster and pickle dish, as a slight token of the esteem in which they are held by the members of the B. of L. F. They were splendidly entertained by Bro. Spencer and wife, and all went home well pleased with their reception.

Business was never better on the Erie than at present; the boys are getting in more time than they know what to do with. They do not like to work from twenty-four to thirty-six hours without rest or sleep; but they have to do it at present.

Mogul.

JUNCTION, N. J., Dec. 20, 1885.

Editors Magazine:

Sunday, December 13th, will long be remembered as one of the grandest in the history of Wilson Lodge, No. 272, a day that will live in the future as one filled with blessed and sacred memories; memories that will live perhaps when all else has passed away. Some time ago we conceived an idea of having a public meeting, and of having Bro. C. A. Wilson, of No. 13, and other brothers of No. 11 with us, which we did, and were completely overwhelmed by the numbers who came to see us. We opened the meeting with our able Master, Bro. A. Kirkendall, in the chair, and after the usual ceremonies incidental to opening, Bro. Wilson was introduced to the meeting. He spoke in his usual happy style, showing what the Brotherhood had done and is doing to-day all over the country. His address was listened to with great attention, especially by those who had never had the pleasure of hearing him before. There were a great many remarks of satisfaction expressed by the members in regard to what he said, and we will never forget his soul-stirring remarks that electrified the whole audience, as he told what the institution had done. It is almost impossible to remember all the incidents of the day, but I assure you his address was touching in the extreme. Bro. Wilson left for Phillipsburg at 7:55 P. M. with the brothers who came with him. We bade them good bye, and they went home all seemingly pleased with the meeting.

G. B. Weller.

KEOKUK, IOWA, Jan. 13, 1886.

Editors Magazine:

At our last annual ball Lodge No. 93 was made the recipient of some very handsome silk badges, the work of Miss May E. Neenan, a sister of one of our members. The Lodge, at the next regular meeting, desirous of showing their appreciation, appointed a committee consisting of our Vice Master, Financier and Secretary, to purchase and present a suitable token of our esteem. The committee decided upon a diamond ring, and on Christmas morning our Vice Master, Bro. Geo. Wadden, made the presentation. Miss Neenan expressed her thanks in the following note, which was read at our last regular meeting and ordered printed in the Magazine:

To the Members of Lodge No. 93, B. of L. F.

GENTLEMEN: On Christmas morning I received from Bro. Geo. Wadden your beautiful and highly appreciated gift, for which please accept my sincere thanks. I only wish I could express in words the joy and pride it gave me. I shall always look upon your gift as a token of esteem and friendship from the brothers of Lodge No. 93. Coming, as it does, from the friends and companions of my brother, makes it all the more precious to me. It will often call to mind the noble and generous members of Lodge No. 93, whom I shall always remember with pleasure and gratitude. That the New Year may dawn brightly for your Lodge, and that it may be one of prosperity and success for the Brotherhood at large, is the earnest wish of a true friend.

MAY E. NEENAN.

Hoping that you will give the foregoing space in the Magazine, in compliance with the wish of the Lodge, we subscribe ourselves,

Yours fraternally,

Geo. WADDEN,
JOHN H. CARTER,
M. L. EBERSOL,
Committee.

JACKSON, TENN., Jan. 13, 1886.

Editors Magazine:

As it has been some time since anything appeared in the Magazine from 201, I take the liberty of trying to write something myself. Our Lodge is getting along finely, and we have a membership of thirty or thereabouts. I will try to tell what all of the boys are doing at present. First comes our Master, T. G. Emmous; he is running one of our passenger engines, and Bro. Bentz is handling the scoop for him. Then, Bro. L. B. Bailey, who is on passenger, with Bro. Steelman on the left hand side. There are Bros. Coughlin, Bledsoe and Phillips, who are firing passenger engines. Bro. Henneberry is running the switch engine at Corinth, Miss. Bro. Ruffin is day hostler in Jackson, and is running extra. Bros. Dodds and Hawks are running the yard engine at Columbus, Ky. Bros. Turney and Baker are on the incline at East Cairo. Bro. Turney seems to have a great deal of business in Jackson, as he is down here every two weeks. It is reported that it will come off this month. Bros. Lewis and Ballard are hostling at East Cairo. The members of 201 seem to be matrimonially inclined, as Bro. Bledsoe was married on the 17th of December, and Bro. Phillips on the 31st, and it is reported that there will be several more in a month or so. Well, I believe this is about all I know, as nearly all of the rest of our boys are on the I. C. R. R., and I hardly ever go over there. As this is the best that I can do, don't let it go into the waste basket if you can read it.

W. J.

THE recent troubles on the Elevated Railway of New York City were amicably adjusted, thanks to the admirable manner in which the affair was managed. The Brotherhood of Locomotive Engineers under the leadership of Grand Chief Arthur acquitted themselves in an eminently creditable manner and we are gratified to say the same of the members of our Brotherhood who stood loyally by the engineers in their struggle to maintain their rights and the dignity of their calling.

In this contest a signal victory was gained and the result will be far reaching in its influence and effect upon other corporations that are disposed to encroach upon the rights of their employees. The lessons taught are manifold and fruitful of reflection for the students of events. One of the principal lessons taught, according to our way of thinking, is that a concert of action between the two Brotherhoods is indispensable to success. Engineers and firemen are so closely allied and their interests are so closely interwoven that the necessity of harmonious co-operation between them and their respective organizations must be apparent to all and those who favor a unity of purpose and action, without, of course, affecting the identity or individuality of either organization, are abreast of the times and are the real friends and leaders of labor organizations, while those who prefer that engineers and firemen shall not be on speaking terms lest they become too intimate, are the fossils of a by-gone age and their ideas, if carried out, would lead to strife and discord and ultimate in utter demoralization to the calling.

In the next issue of our Magazine we shall review the matter in all its relations and tendencies.

EAST ST. LOUIS, ILLS., Dec. 26, 1885.

Editors Magazine:

A few evenings ago I had the pleasure of attending the meeting of our Lodge, and I was surprised to learn that we have a membership of eighty and over. It is very seldom that I am allowed this pleasant privilege, as I am generally on the road when the Lodge meets. Some of our best members have moved away. Bro. Timlin has removed to Kansas City, and is running between that city and Slater. It is surmised that Charlie will soon return for Miss ———. She is one of our fairest belles and no doubt will be greatly missed by her numerous friends. Bro. Halpin is now permanently located at Alton, but is ready and willing to aid in the cause as usual. I wish to see our Order flourish during the coming year, and have no doubt it will, as our members are united and harmonious, and in their vocabulary there is no such word as fail.

Forty-Four.

BUTTE CITY, MONT., Dec. 29, 1885.

Editors Magazine:

We are still alive and in a prosperous condition, with twenty-five active members. Our meetings are held once a week and the attendance is good. Bro. Malee presides with the greatest of satisfaction to all. Bros. Andrews and Sweeney now occupy the right hand side. Bros. McGarraban and Tyndall are located at Garrison. It must be lonesome for them, but we get a rest just the same. Bro. Sweeney has given up his journey to Walkerville. Bro. Brennan visits the city twice a week, and it is stated on good authority that there is an attraction there for him. Bro. Clark sits on the right hand side of the "98," and Bro. Cavanaugh on the left. Bro. Adams keeps the boys moving in the yard. Bros. Meeks, Frost, Johnson and Ouse are located at Silver Bow, and Bros. Campbell, O'Brien and Connor at Anaconda. Wishing continued success to 264, I remain

Fraternally yours,

Pilot Bar.

POINT EDWARD, ONT., Jan. 13, 1886.

Editors Magazine:

On Tuesday, December 22d, was witnessed by many friends, the marriage of Bro. E. J. Everett, Magazine Agent of Huron Lodge, No. 221, and Miss Maria Whittaker, at St. Paul's Church, in Point Edward. The happy couple are deservedly popular, and their many friends wish them boundless happiness and prosperity. The members of this Lodge presented Bro. Everett a silver water pitcher, with the following address on behalf of Huron Lodge, No. 221:

DEAR BROTHER: Amongst others, one very admirable feature of our Order is, that not only do we become personally acquainted with each other's difficulties and sorrows, but we also at times find occasion for rejoicings amongst us. Your marriage is a pleasing instance of the latter, and as evidence of the fraternal bond which unites us, as a mark of our brotherly interest in your welfare, we ask your acceptance of the accompanying little gift. We desire that it may remind you of our assurance and best wishes that your married life may be long, happy and prosperous, and that within it may be realized your fondest anticipations. On behalf of your Lodge,

JOHN CAIN, } Committee.
JOHN W. MOONEY, }

Bros. William Cooper and Wm. Adams have also taken a partner for life. Health and prosperity is the wish of this Lodge.

H. J. Carruthers.

Personals.

H. J. CARRUTHERS lends dignity to the office of Secretary of Lodge 221.

JACK MYERS, of 63, is now running a switch engine at Danville, Ill.

THE reward of merit has come to Bro. H. Fisher, of 188. He has been promoted to the right side.

THE long lost Sullivan, (P. H.), of North Platte has been heard from. Verily, Pat, we had given you up for gone.

HENRY HENSON is making a good canvass for the Magazine at Beardstown, Ill. He is agent for Lodge 122.

ELMER SHAFFER, of Lodge 241, was lately married. The members of 241 wish Bro. Shaffer and bride a long life of prosperity.

E. A. BALL is an excellent representative of our Order and as Master of No. 38 he does honor to himself and his Lodge.

SAM C. ARNOLD, who presides over Davy Crockett Lodge No. 145, is among our leading workers in the state of Texas.

WM. HUGO looked in on us a few days ago and, as usual, brought us cheering news from the capital city of the Hoosier state.

WE are informed that Bro. A. H. Tucker, one of our Grand Trustees, has been presented with a very fine blood hound, by some of his Colorado friends, which he prizes very highly.

JOE WHEELER, of Alabama Lodge, made us a pleasant call a short time ago and reported the progress of the Order in the South. Joe is always a welcome visitor.

WM. HUGO reports that the annual ball of Eureka Lodge No. 14 was an overwhelming success. He says the boys worked "tooth and toe nail" and as a result a handsome sum was netted.

WE have lately had a pleasant call from Bro. Paul Stuart, of No. 10, who is now located at Danville, Ill., and has charge of a switch engine in the C. & E. I. yards.

IT is with profound regret that we chronicle the death of Kate, the beloved wife of Bro. M. Donohue, of No. 12. Bro. Donohue has the sympathy of all the members of No. 12 in his sad bereavement.

THE cause of Bro. Fred Mingay's unusual felicity of spirits is explained by the arrival of a little daughter at his household. If Fred makes as good a father as he has a Financier of No. 38 his home will blossom with joy.

BROS. Bogart, Myers and McMahan, of Hercules Lodge No. 63, have been promoted to the right hand side. Bro. E. E. Patton of the same Lodge is the happy possessor of a brand new girl.

IN behalf of Eureka Lodge No. 14 we are authorized to return thanks to Bros. Bert Launt and E. Davis and other members of Burnside Lodge No. 22 for their kind attention to Bro. E. E. Reeder during his sickness and death.

CHAS. G. KASKEY, of No. 85, recently took a trip to Michigan and expresses himself as delighted with the royal treatment he received on the journey. He is no longer in active service but his interest in the Brotherhood is unabated.

FROM all accounts the members of Endeavor Lodge No. 257 have no cause for complaint. Bros. T. H. Taft, J. Herrin and J. Engler, of the T. & P., have been promoted and W. P. Dunn of the Morgan Line has followed suit. Keep to the front boys.

BIG, good-natured John Bonner, of No. 28, is fondling a bouncing boy that has come to his home. Give us your hand, John!

ONE of the members of 168, Bro. Thomas Cawley, is now conducting a first-class restaurant at 522 Mill street, North LaCrosse, Wis., and doing a good business.

AN interesting letter from "Jondo" of 128 says: Bro. John Clark has taken to himself a bride and we all wish the young couple much joy. Bro. J. Clayton is seriously thinking of taking the same step. The boys are all in good spirits and take a deep interest in the Lodge.

WH H. LEAHY, one of Erie's popular engineers, and a worthy member of No. 12, was married, Jan. 4th, to Miss Mary Lenehan, an accomplished young lady from Corning, N. Y. The members of Buffalo Lodge join in hearty congratulations to Bro. Leahy and his bonny bride.

THE immortal P. H., of North Platte, says that the late ball of Elkhorn Lodge eclipsed everything in that line that has taken place during his recollections, a half century at least, and that it will be known in the coming history of North Platte as the most luminous and magnificent event of the age.

S. S. BUTLER and A. W. Schuster of Las Vegas, recently made a tour of California and speak in high terms of our members along the Pacific coast. They are under special obligations to Bros. White and Garvey for favors received and also to the members of Los Angeles and San Francisco who made their visit pleasant and agreeable.

GRAND MASTER WILKINSON, of the Brotherhood of Railroad Brakemen, honored us with a brief call a few days ago. Mr. Wilkinson is actively engaged in the work of his office, and we have no doubt he is rendering the Order efficient service. He is thoroughly in earnest and means to have the B. of R. B. in the forefront of labor organizations. Success to Grand Master Wilkinson and the Brotherhood of Railroad Brakemen.

JEFF L. FINLEY, formerly of the Vandalia Line, after an absence of five years, paid a visit to Terre Haute, recently, and it took him a full week to make the rounds and shake hands with all his old friends. Jeff is now in charge of a passenger train on the T. P., between Big Springs and El Paso, and is chief conductor of El Paso Div. O. R. C. He also occupies the position of U. S. Deputy Marshal of the Western district. We were pleased with the short call he made on us—he renewed his subscription to the Magazine and started back to the Lone Star State with our best wishes.

THE following notice of the marriage of Bro. H. J. Hale, of Tippecanoe Lodge No. 36, will be read with interest by his many friends: "Mr. Horace J. Hale, engineer of the W. St. L. & P. railroad, at Danville, was married in Covington, Ind., last Tuesday evening, to Miss Luella Shields, one of the belles of Attica. The wedding occurred at the home of the groom's father, Mr. John Hale, one of the oldest engineers in the employ of the Wabash management, he having commenced running on this road in 1853. Mr. Hale is also a nephew of United States Senator Hale."

ON Christmas day the members of United Lodge, No. 60, presented Master Mechanic Richards, of the P. & R., an elegantly framed chart, as a slight token of their esteem. Mr. Richards responded in the following felicitous words: "I will receive this chart as a Christmas gift, as I fully intended to buy one for myself. I believe, if you gentlemen carry out that which your chart calls for, you will do credit to the company or companies by whom you are employed, also to your wives and children, and to the passengers who ride on the train behind your locomotive. I also believe that charity is the first step toward Heaven. I now thank you for the chart, hoping that you may ever prosper and make good engineers out of yourselves."

Labor Assembly.

In the early part of January a convention of representatives of the employees of the Union Pacific Railway was held in Denver. The convention represented engineers, firemen, brakemen, carpenters, blacksmiths, machinists and all other branches of labor employed on the Union Pacific Railway, and there were delegates present from Omaha, Denver, Cheyenne, Laramie, North Platte, Grand Island, Wyandotte, Wallace, Ellis, Como, Evanston, Green River, Rock Springs, Ogden, Pocatello, Eagle Rock, Kemmis, Butte, Logan, Rawlins and many other points along the line. The delegates were forty-five in number and were in session five days.

It is said that a more intelligent or well behaved body of men never met in Denver. They assembled for a laudable purpose and worked with becoming dignity and fidelity to merit the approval of the 7,000 wage workers they represented. The object of the convention was the federation of all branches of labor employed by the Union Pacific Company. The deliberations were harmonious and the result all respects, gratifying to the members.

One of the most important committees was that on "Plans of Federation," of which Bro. Wm. F. Hynes, of our Rocky Mountain Lodge No. 77, was chairman and we have been favored with a full report of the committee which will be of interest to our members. The report, which was unanimously adopted, is as follows:

DENVER, COLO., January 6, 1886.

To the Officers and Delegates Assembled of the Various Branches of Labor Organizations Composed of Employees of the Union Pacific Railroad, in Convention for the Purpose of Federation:

GENTLEMEN: We, your committee appointed for the purpose of setting forth to the organized labor of the Union Pacific Railroad the benefits, advantages and plan of Federation, respectfully submit the following:

That the objects of organized labor have been misunderstood, their aims and aspirations distorted and misrepresented, is without question and needs no argument. It is equally true that the cause of these uncalculated attacks, does not assist in cementing a good feeling between employer and employe, but only creates a feeling of enmity, that might have been one of friendliness and kindness, the cherished desire of all labor unions and brotherhoods. The principal cause of this evil is due to the independent action of distinct organizations, attempting to adjust difficulties that involve the interests of many branches of industry, without knowing and feeling the support of kindred societies in the employ of the same corporation. True, settlements of this kind have been made, but they lacked stability and the permanency that emanates from the co-operation of the whole. It is unnecessary to cite any particular instance here of their many failures and their disastrous results. The facts stated are only too well known. The satisfactory adjustment of such questions by the means herein suggested, replaces the indifference of the employer with consideration and respect, and establishes contentment, harmony of action and confidence, where distrust and suspicion would have lurked. The hiring would attack the failure of the most exalted principles of right, when its success or the success of the most depraved passions of man ran riot, would awe him into silence. We will give the establishment of our Government as a fitting and explicit illustration of the result of Federation: Each State retains its sovereign, its power to make laws and transact such business as may come within its jurisdiction without conflicting with the National Government or any State right or prerogative. As it is with the Government so it is with the different labor organizations; each organization can retain all their rights and privileges and

have in addition the guaranteed protection of the Federation in sustaining them in a just and equitable claim. This is Federation. In seeking this, we do not wish to take any honor or prestige from any organization; we know that they have done noble service in the past and believe they are destined to do noble work in future. If we can see our way clear to form this Federation, and we believe it is not only clear, but inviting and imperative; in fact the only method we can adopt that will insure success to accomplish the desired end; that is reducing the possibility of strikes to a minimum if not entirely obliterating them. The power of this contemplated Federation given to organized labor is not for the purpose of intimidation, or for the erection of a labor aristocracy to dictate terms or to follow the whims of the inflamed imagination of individuals, to the detriment of commerce, thereby placing the organization in a false light; but that employers may better understand the men on whom the success of their business depends—for, after all, the success of any business depends upon the faithful discharge of the duties of the employes—and that the men may understand their employers, and their own interests without taking or demanding any of those rights or privileges from another that we claim ourselves. So that when grievances or difficulties arise they can be considered and acted upon intelligently without recourse to violent measures.

The committee submits the following plan of Federation: Each Division, Lodge or Assembly will elect a grievance or representative committee. These committees will, when possible, settle any trouble that may present itself within their localities, and if necessary call on the executive of their respective organizations, exhausting all peaceful and honorable means for adjustment before referring to the Federation. The Federation proper will consist of these assembled representative committees to consider the settlement of questions that the above committees fail to adjust. The decision of the Federation shall be final.

Respectfully submitted,

W. F. HYNES, Chairman,
T. J. LEE,
JOHN GORMAN,
O. W. RICHARDSON,
JOHN FUZ,

Committee.

Amusements.

DANVILLE, ILL.

The Seventh Annual Reception and Ball of Hercules Lodge No. 63, B. of L. F., was one of the most pleasant and successful of the season. One hundred and thirty-five couples were present and every one seemed to be in their happiest mood, and determined to fully enjoy the occasion. Music was furnished by the Ringgold full orchestra of Terre Haute. Everything passed off pleasantly and without a jar. Bros. McMahon, Myers, Hollingshead, Moore, Bohm, Sullivan, Mannion, Farrel and Beatty are deserving of credit for the success of the occasion.

HAZLETON, PA.

The first annual ball of Mountain City Lodge No. 241 was held Nov. 20, and was a grand success in every respect.

The committee was composed of Bros. Barger, Hagerty, Gleam, McGee and Krapf, and much credit is due them for their untiring efforts.

About nine P. M., Bro. Hagerty led the grand march and it is said that he conducted the march with as much dignity and grace as a dancing master. Among the visiting members in attendance were Bros. White, Leshner, Herb, Moyer and Long, of Lodge No. 211, accompanied by their wives and sweethearts.

I believe Bro. White would make an elegant prompter judging from the manner in which he conducts himself in a ball room.

The music was furnished by Smach's orchestra. Bros. Barger and Staffenberg were the ladies' men of the evening. One lady remarked, "aren't they sweet?" The probabilities are she was not acquainted with them. Bros. Donn and McGinley are the champion ticket sellers. All committees worked hard and faithfully and it can be truthfully said, they did their duty well.

NORTH LACROSSE, WIS.

The LaCrosse Republican gives the following account of the annual ball of Guard Rail Lodge No. 188 which, we are pleased to note, was a very pleasant and successful affair:

Christmas night beheld Union Hall ablaze with the light of a hundred lanterns and headlights, beautiful in its wall decorations, and warm in the fullness of the good-fellowship which abounded throughout. The Firemen had spared no pains to make their "Annual" a credit to the organization, and their labors were crowned with flattering success. The music of the Dubuque Italian Band was greatly enjoyed. Supper was had at the Sherman House, and was in perfect harmony with the other particulars of the event. A special coach left Vine street depot at 9:00 o'clock, returning at the close of the ball.

STRATFORD, ONT.

The fourth annual assembly of Avon Lodge No. 38, B. of L. F., took place in the City Hall, Nov 21. To say it was a grand success is but a mild expression. At nine o'clock a call from Bro. Mitchell brought about one hundred couples on the floor, when from that time till five in the morning a very pleasant time was spent to the music of Robert's String Band. Mr. Henry Gibson catered to the wants of the inner man to the satisfaction of all. The Ladies' Society, B. of L. F., wore their regalia which had lately been presented to them by Avon Lodge, which, with the B. of L. F. regalia worn by the boys at the Grand March, made a very imposing appearance. The hall was tastefully decorated with banners, mottoes and Chinese lanterns presented by the L. S. B. of L. F., for which we return them many thanks, also to Div. 188 and Mr. John Gray for pictures loaned us. There were several brothers and friends from a distance present which made the evening all the more enjoyable. The only one noticed not enjoying himself was Bro. J. McLellan, because two of Stratford's fair ladies could not dance a little bit.

A MEMBER.

FORT DODGE, IOWA.

The following account of the ball of Webster Lodge No. 222 is taken from one of the Fort Dodge papers: "The second annual ball of Webster Lodge No. 222, Brotherhood of Locomotive Firemen, occurred at the Fessler opera house last evening, and a very successful and pleasant affair it proved to be. The grand march occurred at 9:30, which was followed up with quadrilles and waltzes until the wee sma' hours, when the merry party broke up and betook themselves to their homes, well pleased with the manner in which they spent the evening. The music was furnished by the home band and gave universal satisfaction.

The hall was becomingly decorated with red and green lanterns, festooning, etc., and in front of the stage in evergreen letters was the word "Welcome" and in the rear of the hall, in front of the gallery, "B of L. F."

One of the most pleasant and interesting features of the evening was the presentation of a beautiful altar cloth made of black and purple velvet, and tastefully decorated with hand-painted flowers, and trimmed with a neat fringe. This cloth was made by the wives of the members of the Brotherhood, who also presented the Lodge with a rich gold framed motto, painted on silk, "Benevolence, Sobriety, Industry." The Lodge was also presented with a handsome banner by the Misses Stites, made of black velvet with old gold back. A delicate gold fringe hung gracefully at the bottom of the banner while on its face it bore the following inscription: "Webster Lodge No. 222, B. of L. F.," together with several emblems of the Order worked in gold. The presentation speech, on behalf of the ladies, was made in a most eloquent and able manner by Hon. Jno. F. Duncombe, who up to five o'clock in the evening knew nothing of the fact that a committee was looking him up for the purpose of securing him for a presentation speech at the opera house. At the time he entered the opera house he had but little if any time to prepare for the occasion. Mr. C. W. Gardner, responded to Mr. Duncombe's remarks on behalf of the Order of the Brotherhood, and did himself credit as well as the Order he represented.

HURON, DAKOTA.

The Dakota Huronite contains the following report of the annual reception of Prairie Lodge No. 170:

"The boys of Prairie Lodge never do things by halves, so when they announced that they were to hold their third annual reception and dance on Thanksgiving evening, it was a sufficient guarantee that it would prove a success in every respect, and such it proved to be. The Grand Opera House never appeared more inviting than it did on the evening in question. From the center of the ceiling, stretching to each corner was bunting of different colors artistically draped. Entwining the full circle of the gallery were the national colors, while upon each supporting rod was the mystic letter "B," over which was hung a red and white lantern alternately. Red and white flags were festooned upon either side of the lanterns. Around the gallery circle was displayed in evergreens the mottoes of the Order, Benevolence, Industry, Sobriety. Numerous cages of canaries hung suspended over the floor, and while the occupants of the cages failed to warble forth their usual songs, their presence lent a cheerful look to the scene. Over the stage hung the motto "Welcome." At either end of the hall two large headlights were placed, while from beneath the gallery hung red and white lanterns placed in a semi-circle. A raised platform extended from the front of the stage for the use of musicians. On both the right and left corners, grouped in stacks, were scoops and picks painted red. Pictures emblematical of railway life were hung on the walls. The decorations were all appropriate and showed that the railway boys have an eye to the beautiful.

As early as eight o'clock guests began to arrive and by nine the floor was well filled, while the gallery contained hundreds of spectators. On the arrival of each couple they were presented with a tasty buttonhole bouquet of natural flowers, which was a very acceptable souvenir to all and called forth many complimentary remarks. At a little past nine o'clock the sets were called, and soon the orchestra struck up, when everybody joined in having a good time. Capt. Parkhouse acted as master of ceremonies, ably assisted by Engineers Malone and Williams, Firemen Craik, Bliss, Whelan, Mann and others. The dance kept up till four o'clock in the morning. We are glad to know the ball was a financial success as well as otherwise. Many will look forward for the fourth annual reception of the B. L. F.

The report concludes with the following verses:

The train at the station was waiting
The conductor's signal, to go,
The fireman with head out the window,
Was wondering what made him so slow;
The engineer with hand on the throttle,
The baggageman with trunks in the air,
The brakeman with high choking collar,
Was handling the passenger with care.

When out stepped the man with gilt buttons,
With features worried with care,
His eye sweeps o'er the whole platform,
Then high waves his hand in the air;
The train starts out at the signal,
Each man now his duty fulfills,
The enginemah with an eye to his business
Keeps pounding along up the hill;
The fireman who puts on style at the station
A watching and ringing the bell,
Has now all he can do with the shovel,
For steam to get over the hill.

The baggageman now sleeps in the corner,
While a smile o'er his face seems to creep,
As he dreams of the dog and the parcel,
And the harvest of money he'll reap;
The brakeman has got down to business
By buzzing the girl dressed in blue;
While the newsboy with business is bustling
And hands you a pecan or two.

The conductor with punch washed with nickle,
With bands 'round his cap made of gold,
He asks you now for your ticket
In a voice neither tender or cold;
You speak in a voice of subjection:
"A ticket or pass have I none,
But such as I have I will give you
To ride to the end of your run."

Here's a letter, I want you to read it,
 It tells of the work I have done;
 How I fired the old racer in '70—
 She is now the three hundred and one.
 I am going over the road on a visit,
 To see the boys, one and all,
 And while at Huron I'll visit,
 The Brotherhood of Firemen's ball."

Resolutions.

PEORIA, ILL.

At a regular meeting of W. F. Hynes Lodge No. 48, B. of L. F., held Jan. 3, the following resolutions were adopted:

Resolved, That a vote of thanks be tendered to the mothers, wives and sisters of the Brotherhood of Locomotive Firemen for kindly assisting in making our Fourth Annual Ball a grand success, and for their liberal donations and help toward the supper; and also to Mr. Joseph Elder, M. M. of the M. I. & P. for the use of the lanterns for decorating the hall, and also to Mr. B. Warren, M. M. of the T. P. & W. for the use of a head-light and bell, and also to Mr. E. N. Armstrong, Superintendent of the T. P. & W. for granting passes to visiting members that attended our ball, and also to the members of the G. A. R. for the use of flags and banners for decorating the hall.

ROBT. WOMBARCHER, }
 J. E. DILLON, } Committee.
 W. H. PERRY.

CEDAR RAPIDS, IOWA.

At a regular meeting of Hawkeye Lodge No. 27, held this day, the following resolutions were adopted: WHEREAS, It has pleased the Almighty Ruler of the universe to remove from our midst our esteemed Bro. C. W. Phelps, by consumption.

WHEREAS, It is but just that a fitting recognition of his many virtues should be had, therefore be it

Resolved, That by his death the Order has lost a warm advocate of its principles, and his friends one whom, for his many virtues, they all admired.

Resolved, That while we bow in humble submission to His holy will we none the less mourn the loss of our brother.

Resolved, That as a token of respect for our late brother a copy of these resolutions be published in the Magazine and also spread upon the minutes of this Lodge.

S. W. THORPE, }
 WM. TURNER, } Committee.
 F. MCARDLE.

ESTHERVILLE, IOWA.

At a regular meeting of Emmet Lodge No. 288, the following resolutions were unanimously adopted:

WHEREAS, Our Lodge has been presented with a beautiful set of gavel by our esteemed friend, Mr. P. J. Sargent, of Cedar Rapids, Iowa, traveling engineer for the B. & C. R. & N. R. R., therefore be it

Resolved, That we most respectfully regard the gift as a mark of great appreciation in which our noble Order is held by this esteemed gentleman.

Resolved, That we extend him many good wishes and shall strive to prove ourselves worthy of the favors shown us.

Resolved, That we extend Mr. Sargent our most sincere thanks for the kind remembrance received at his hands and for the kindly interest he has taken in our welfare.

Resolved, That a copy of these resolutions be spread upon the records, and sent to Mr. Sargent, and published in our Magazine.

W. T. POST, }
 R. S. ROBINSON, } Committee.
 W. S. DAVIS.

BUFFALO, N. Y.

At a regular meeting of Buffalo Lodge No. 12, B. of L. F., held Jan. 12, 1886, the following resolutions were adopted:

WHEREAS, It has been the will of the Almighty God who, in His infinite wisdom, has seen fit to call

from our midst to that Supreme Lodge above, our worthy and beloved Bro. T. E. Tucker, who died of pneumonia, on the night of December 17, 1885.

WHEREAS, While we mourn the loss of our estimable brother, we are consoled by the thought that our loss is his gain in that noble Brotherhood above.

Resolved, That in the death of our worthy Bro. T. E. Tucker, we extend our heartfelt sympathy to the bereaved wife and other relatives of our deceased brother.

Resolved, That the thanks of Buffalo Lodge No. 12, be and are hereby tendered to the officers and members of Keystone Lodge No. 208, for their kind assistance in performing the funeral ceremony at the grave and many other courtesies extended to this Lodge and friends of our deceased brother.

Resolved, That as a token of respect to our departed brother, our charter be draped in mourning for thirty days, that a copy of these resolutions be entered upon the minutes and a copy be presented to his family and also sent to the Magazine for publication.

W. A. DIAMOND, }
 D. H. WILLIAMS, } Committee.
 H. ZILD.

JACKSON, MICH.

At a special meeting of Gilbert Lodge No. 240, called to take action on the death of our friend and brother, Thomas H. Looney, the following resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler of the universe in His infinite wisdom to remove from our midst, our beloved friend and brother, Thomas H. Looney, it is therefore

Resolved, That the Brotherhood of Locomotive Firemen have lost a true friend and brother, and the M. C. R. R. Co., a faithful and trusty employee.

Resolved, That we, the officers and members of Gilbert Lodge No. 240, of the Brotherhood of Locomotive Firemen of North America, hereby offer our heartfelt sympathies to his family in this their hour of affliction.

Resolved, That a copy of these resolutions be sent to the Magazine for publication and a copy to the bereaved family.

S. VERBURG,
 Secretary.

PHILADELPHIA, PA.

At a regular meeting of Enterprise Lodge No. 75 held on November 30, 1885, the following resolutions, were adopted:

WHEREAS, He who doeth all things for the best has seen fit in His inscrutable wisdom to remove from amongst us in so sudden a manner our much respected Brother Emanuel B. Carpenter, who was killed by being run over by his engine on the 19th of November, 1885, therefore be it,

Resolved, That in his death this Lodge has lost a faithful member, his associates a true and steadfast friend and his mother and sister a dutiful son and affectionate brother.

Resolved, That while we bow with humble submission to the will of the Most High, we sadly mourn the loss of our brother, so untimely called from us.

Resolved, That the most sincere sympathy of this Lodge be and is hereby extended to the bereaved mother and sister, upon whom the affliction falls so heavily, and to all kindred whose affections have been so cruelly lacerated, and we hope they may bravely bear the sacrifice they have been called upon to make in giving up the object of their devotion and love.

Resolved, That our charter be draped in mourning for thirty days and that these resolutions be entered on the minutes of the Lodge, a copy furnished to the mother and sister of the deceased and published in the Magazine.

Resolved, That the thanks of this Lodge be tendered to Mr. Thos. Gucker, Supt. Phila. Div. P. R. R. for his kindness in furnishing free transportation from Philadelphia to Lancaster, for the members to attend the funeral.

J. M. PICKEL, }
 JOS. N. PENNYBAKER, } Committee.
 F. DUPELL.

STANSBERRY, Mo.

At a regular meeting of Banner Lodge No. 56, the following resolutions were adopted:

WHEREAS, It is with feelings of heartfelt sorrow that we are called upon to announce the death of our beloved Bro. John S. Rench, who died of typhoid fever, at Fort Worth, Texas, Dec. 25th; therefore be it

Resolved, That by the death of our beloved brother, Banner Lodge No. 56 loses a most faithful member, and his sister a loving brother, one whom all that knew loved and respected.

Resolved, That our sincere thanks be extended to the members of Success Lodge No. 33, who so kindly assisted in the burial ceremony, also to Bro. I. M. Dean, of Trinity Lodge No. 83, for his brotherly services.

Resolved, That we tender to his bereaved sister and relatives, our heartfelt sympathy in this, their hour of great affliction.

Resolved, That we extend to the members of Trinity Lodge No. 83, our heartfelt thanks for the kindness and care shown our deceased brother during his illness and death.

Resolved, That our charter be draped in mourning for a period of sixty days, and that a copy of these resolutions be forwarded to the Magazine for publication, and spread upon the minutes of our Lodge.

M. E. O'CONNOR,
J. J. SMITH,
W. B. GENNUG. } Committee.

BOSTON, MASS.

At a regular meeting of Boston Lodge No. 57, held Dec. 6, 1885, the following resolutions were adopted:

WHEREAS, The Great Grand Master has seen fit to remove from us by death, our worthy Bro. W. H. Greene, therefore be it

Resolved, That we extend our heartfelt sympathy to the widow and son of our respected brother, and that while we bow in humble submission to the will of Divine Providence, we deeply deplore the loss of one who so endeared himself to our members by the noble traits of his character.

Resolved, That our sincere thanks are due and are hereby tendered to the officers and members of Hand in Hand Lodge No. 2, for their kindness in attending the funeral and ministering the last sad rites of our ritual at the grave, and also kindness extended to the family of our deceased brother.

Resolved, That our thanks are also due to the many friends and associates of the Boston & Providence R. R. for their gift of beautiful flowers for his casket.

Resolved, That our thanks are due and are hereby tendered to the officers and foremen of the Boston & Providence R. R. for courtesies extended, thereby enabling so many of our brothers to attend the funeral.

Resolved, That in the death of Bro. W. H. Greene, Boston Lodge has lost an earnest worker and the whole Order a staunch supporter.

Resolved, That as a token of respect and esteem for our deceased brother, that our charter be draped in mourning for the space of sixty days.

Resolved, That a copy of these resolutions be sent to the widow of our late brother, also spread upon our records and forwarded to the Magazine for publication.

J. C. EDWARDS,
F. H. HAGER,
S. BISBEE. } Committee.

LOUISVILLE, KY.

At a regular meeting of Falls City Lodge No. 103, a committee was appointed to draft resolutions in memory of the death of Bro. George Danner and the following were adopted:

WHEREAS, The relentless hand of death has grasped our esteemed brother while in the discharge of his duty, removing him from earth by an accident on the Gulf, Colorado & Santa Fe R. R.

WHEREAS, Bro. Danner was a faithful fireman and highly esteemed citizen and friend, whose loss will be deeply deplored by his associates of Fall City Lodge No. 103, B. of L. F.; therefore be it

Resolved, That we, the members of Fall City Lodge

No. 103, tender our heartfelt sympathy to his relatives and friends, and we would sincerely direct them to God, who will comfort and aid them to bear their great affliction.

Resolved, That we believe what has been our loss has been his gain, and while meekly submitting to the will of a Divine Providence, we humbly bow our heads in reverence and say "Thy will be done, O, Lord," and will commend the sorrowing ones to our merciful Savior.

Resolved, That a vote of thanks be tendered to the brothers of Trinity Lodge No. 83, for their kind and brotherly treatment of the remains of our deceased brother.

Resolved, That we drape our charter in mourning for the period of thirty days in respect to our deceased brother.

J. W. WYNN,
J. J. GANSON,
JAS. O'NEIL. } Committee.

WILMINGTON, DEL.

At a special meeting, called by Delaware Lodge, No. 231, B. of L. F., the following preambles and resolutions were adopted:

WHEREAS, It has pleased Almighty God, in His omnipotent power, to remove from our midst our late brother, Joseph H. Maguire, who died of typhoid fever, after short illness, on the 15th day of December, 1885, and

WHEREAS, The messenger of death had scarcely taken its upward flight since it had taken suddenly, by accident, our worthy brother, Edward L. Shields, ere it again returned and claimed another one of our beloved ones for its victim, and

WHEREAS, Brother Maguire was taken away from us and all earthly cares in the very prime of his life; therefore, be it

Resolved, That by the sad fate of our departed brother, the B. of L. F. loses an earnest supporter of its principles, this Lodge one of its best members, his mother and father a loving and dutiful son, his brother and sister a loving brother, and his employers an honorable and faithful servant.

Resolved, That, while we sincerely mourn his sudden death and deeply deplore his sufferings, which have deprived us of the companionship of a noble-hearted brother, consolation is afforded us by the thought that our earthly loss is his eternal gain, and he is now enjoying the reward of the just and good; and be it further

Resolved, That we tender the members of the bereaved family our most sincere and heartfelt sympathy, knowing full well how inadequate are words to lessen the desolation of an aching heart, earnestly wishing it was in our power to soften the grief and anguish of the bereaved ones.

Resolved, That we assure the parents, brother and sister of Bro. Maguire that he was dearly beloved and highly esteemed by all his comrade brothers, that by his death a vacant chair is left in our midst which it will be hard to fill.

Resolved, That, as a just tribute to the memory of our departed brother, we drape our chart and charter in mourning for the space of sixty days.

Resolved, That a copy of these resolutions be presented to the bereaved family of Bro. Maguire, also that our thanks be extended most heartily to our kind and generous road foremen and their assistants, Mr. L. Tufts, of Delaware Division, and Mr. A. Denio, of the Maryland Division, for arranging matters to allow all they could spare off, to attend the funeral; also to Enterprise Lodge, No. 75, for the loan of their regalia; also that the kindness of Division No. 51, of the B. of L. E., for their floral offering is highly appreciated by the brothers of this Lodge, also the floral offering from the employes of Supt. Mills' office, also the floral offering from the East End Assembly, of which Bro. Maguire was a member.

Resolved, That a copy be sent to the Firemen's Magazine for publication, also to the city papers of Wilmington, Del.

GEO. MOORE,
B. CONNER,
T. TRUMAN,
H. SMITH,
JOS. B. CASH, } Committee.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen of North America, and will contain all Notices of Assessments and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

FEBRUARY, 1886.

OFFICE OF GRAND SECRETARY AND TREASURER. }
TERRE HAUTE, IND., February 1, 1886. }

February Assessment Notice.

Nos. 15 and 16—\$2.00.

To Subordinate Lodges:

SIRS AND BROTHERS: You are hereby notified of the following deaths and disabilities:

117. M. L. Rice, of Lodge 27, was killed in a Railroad Accident, October 30.

118. T. J. Williams, of Lodge 130, died of Typhoid Fever, November 8.

119. Thomas Crackell, of Lodge 14, was killed in a Railroad Accident, November 11.

120. M. H. Elston, of Lodge 242, died of Typhoid Fever, November 11.

121. N. A. Matthews, of Lodge 70, was declared totally disabled with Scrotal Hernia, November 14.

122. W. H. Greene, of Lodge 57, died of Pneumonia, November 19.

123. E. B. Carpenter, of Lodge 75, was killed in a Railroad Accident, November 19.

124. George Danner, of Lodge 103, was killed by a Railroad Accident, November 21.

125. J. W. Vail, of Lodge 20, was declared totally disabled with Heart Disease, November 25.

126. Albert Tario, of Lodge 187, was killed by Falling from his Engine, November 25.

127. A. Lacroix, of Lodge 119, was declared totally disabled with Consumption, December 3.

128. Ed. Tesrow, of Lodge 68, was declared totally disabled with Consumption, December 3.

129. J. Leavitt, of Lodge 95, was declared totally disabled with Insanity, December 7.

130. J. H. Ahrold, of Lodge 102, was declared totally disabled with Loss of Eyesight, December 10.

131. J. H. Maguire, of Lodge 231, died of Typhoid Fever, December 15.

132. F. E. Tucker, of Lodge 12, died of Peritonitis, December 17.

133. H. E. Reubendale, of Lodge 141, died of Blood Poisoning, January 3.

134. E. E. Reeder, of Lodge 14, died of Typhoid Fever, January 12.

The amount of TWO DOLLARS is due on the above claims from all members whose names were on the rolls of membership January 12, 1886, and must be paid to your Financier on or before March 1, 1886. The Financier is required to forward the above assessment so it will reach the Grand Lodge on or before March 10, 1886. Members failing to make payment as above provided, will stand suspended from all the benefits of the Order during such arrearage, as per Section 4 of Article 5 of the Constitution.

Fraternally yours,

EUGENE V. DEBS, G. S. and T.

Expulsions.

The following expulsions have been reported for the month of December:

Lodge.	NAMES.	Lodge.	NAMES.
8	Sam V. Plummer.	120	A. Cassavand.
8	W. Cureton.	122	C. H. Dickey.
23	P. Demmer.	122	Jerry Dacy.
23	John Chester.	122	Chas. Miller.
23	T. S. Rollands.	126	John Bell.
25	Herbert Goldsmith.	126	J. W. Holmes.
25	Jos. Wood.	126	Wm. Ryan.
25	J. D. Russell.	126	C. J. Stevens.
26	Frank Dally.	132	C. Moore.
26	Julius Ruel.	139	Jas. Brooks.
28	Samuel Woods.	140	John S. Brown.
31	Warren Davis.	140	Chas. Sherman.
34	J. B. Hill.	140	W. J. Long.
34	W. E. Nullinger.	142	A. Bissell.
36	H. C. Smith.	155	H. A. Cherry.
44	Jas. Harding.	155	J. W. Price.
47	W. E. Jennings.	156	Jos. Croskell.
50	J. Andrews.	156	D. L. Carr.
50	J. C. Coleman.	156	Wm. Dunnevant.
50	T. Cunningham.	156	C. G. Jenks.
53	J. W. Brown.	161	J. W. Galvan.
53	T. O. Jones.	162	E. K. Cole.
55	W. A. Whitson.	162	Tim Goodvlt.
55	L. Gleason.	162	C. D. Hall.
55	J. A. Andrews.	162	Samuel Stratton.
56	B. J. Miller.	162	L. D. Betts.
56	W. J. Russell.	162	Gilbert M. Gary.
56	Geo. Burnley.	164	C. C. Head.
56	Jos. Ferrell.	168	John Mulqueen.
56	B. J. Finnegan.	172	J. Cozier.
56	Samuel Martin.	173	C. C. McCarthy.
56	H. S. France.	185	John Kuhns.
57	Chas. E. Longley.	191	M. L. Clancy.
60	Wm. Stillwell.	191	F. Foote.
60	Geo. Graham.	191	R. Reynolds.
70	Dan Byrnes.	195	Mart Connor.
70	T. Cordell.	195	C. W. Hall.
72	M. L. Cordell.	199	C. Battell.
72	R. Allen.	205	Geo. W. Woodyard.
77	J. W. Brainerd.	207	Geo. Sparrow.
77	Wm. Sullivan.	207	Wm. M. Hynes.
78	Geo. Beatty.	207	H. P. Bowman.
78	J. J. Blue.	209	Jos. Many.
78	John Shean.	211	Jas. T. White.
78	D. Murray.	211	Jas. Andrews.
88	C. A. Bartell.	212	Fred Farr.
95	F. Clough.	237	Ed T. Robertson.
95	J. B. Dixon.	237	Chas. T. Murphy.
101	D. A. Snyder.	243	R. H. Alford.
101	J. F. Cox.	247	Chas. Joyce.
103	John Engleby.	250	Jas. Anderson.
103	P. Keegan.	266	Frank Wills.
106	C. W. Norton.	273	John Christopherson.
106	Geo. Uncapher.	276	A. Arbuthnot.
117	A. P. McLean.		

All not marked, for non-payment.

⊙ Contempt.

† Defrauding Creditors.

‡ Defrauding Lodge.

§ Defrauding members.

¶ Selling Liquors.

⌘ Dead Beat

Reinstatements.

The following reinstatements have been reported for the month of December:

Lodge.	NAMES.	Lodge.	NAMES.
2	C. N. White.	109	Thomas Craddick.
3	C. A. Hoffman.	111	C. Frey.
14	Edward Teneyck.	120	W. A. McMullin.
49	James Cochran.	156	J. Rutter.
75	Dan A. Guest.	169	G. S. Parker.
78	J. Metz.	178	F. A. Featherston.
97	W. H. Burnham.		

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND. January 1, 1886.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending December 31, 1885:

RECEIPTS.

Lodge Nos.	Back	Assessm'ts	Assessm'ts	Assessm't	TOTAL.
		10 and 11.	10 and 11.	No. 12.	
1	21	\$108			\$108 00
2	25	36			61 00
3	51	250			301 00
4	8	92			100 00
5					
6	39	66			105 00
7	9	58			67 00
8	22	46			68 00
9	19	138			157 00
10	18	94			112 00
11	4	234			238 00
12	34	458			492 00
13	196				196 00
14	32	246			278 00
15					
16	15	250			265 00
17					
18	16	62			78 00
19	14	62			72 00
20	36	10			76 00
21	2	42			46 00
22	36	52			44 00
23	126				88 00
24	102				208 00
25	130				125 00
26	27	114			130 00
27	7	90			141 00
28	134				90 00
29	30	7			51 00
30	22	96			118 00
31	11	50			61 00
32	14	98			112 00
33					104 00
34	31	32			68 00
35	30	94			124 00
36					108 00
37	108				138 00
38	136				138 00
39					108 00
40	14	154			168 00
41	22	36			58 00
42		68			68 00
43	128				128 00
44	146				220 00
45	43	132			175 00
46	25	52			77 00
47		278			278 00
48	9	122			131 00
49	18	36			54 00
50	3	244			247 00
51	31	76			107 00
52	5	192			197 00
53	13	82			95 00
54	16	146			162 00
55	10	62			72 00
56	5	25			30 00
57	94	352			446 00
58		42			42 00
59	5	196			191 00
60	12	196			208 00
61	50	76			135 00
62	12	98			110 00
63	26	36			62 00
64	9	36			45 00
65	12	114			126 00
66	21	92			113 00
67	23	144			167 00
68	100	148			257 00
69	2	78			80 00
70	12	48			60 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back	Assessm'ts	Assessm'ts	Assessm't	TOTAL.
		10 and 11.	10 and 11.	No. 12.	
141					181 00
142	81	100			222 00
143	17	28			45 00
144	6	56			62 00
145		48			48 00
146	33	46			79 00
147	7	34			41 00
148	16	32			48 00
149	38	222			260 00
150	6	94			100 00
151	5	96			101 00
152	1	12			13 00
153	11	84			95 00
154	17	64			81 00
155	4	32			36 00
156	27	70			97 00
157	3	56			59 00
158	13	84			97 00
159	9	44			53 00
160	7	76			83 00
161	28	96			124 00
162		150			150 00
163					242 00
164		80			80 00
165	8	32			40 00
166					246 00
167	8	66			74 00
168	4	52			56 00
169	27	160			187 00
170	20	42			71 00
171	12	22			34 00
172		104			104 00
173	14	62			76 00
174	7	116			123 00
175	3	26			29 00
176		32			32 00
177	11	38			49 00
178	23	102			125 00
179	6	78			84 00
180	20	14			34 00
181		36			36 00
182	107				107 00
183					263 00
184	6	46			52 00
185					264 00
186	15	30			45 00
187		26			26 00
188		100			150 00
189		78			78 00
190	11	32			43 00
191					270 00
192		32			271 00
193	4	30			48 00
194		78			51 00
195	13	46			78 00
196		48			50 00
197		54			48 00
198	2	12			80 00
199		46			14 00
200	7	24			46 00
201		54			31 00
202		80			54 00
203	15	56			80 00
204	15	10			71 00
205	23	82			71 00
206	20	62			25 00
207	1	82			105 00
208	2	52			82 00
209	10	32			83 00
210	5	56			54 00
211		90			42 00
212		46			61 00
213	3	10			81 00
214	10	50			13 00
215		84			60 00
216	12	98			84 00
217	18	8			110 00
218	6	36			286 00
219	2	72			26 00
220	4	58			42 00
					74 00
					62 00

Beneficiary Statement.—Continued.

Balance on hand December 1	\$7,273 50
Received during month	24,538 00
Total	\$31,811 50
By claims 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99 and 100	\$24,000 00
By Convention donation as follows:	
Addie Wilson	\$1,500 00
Annie S. Bird	1,500 00
Peter George	1,000 00
W. P. Mitchell	1,000 00
Frank Rogers	500 00
F. F. Smith	500 00
S. R. Losaw	500 00
Byron Baker	500 00
H. Kelly	300 00
J. W. Barber	100 00

7,400 00

Total disbursements \$31,400 00

Balance on hand January 1 \$411 50

Respectfully submitted.

EUGENE V. DEBS, G. S. and T.

OFFICE OF THE GRAND LODGE B. OF L. F. }
TERRE HAUTE, IND., February 1, 1886. }

Special Notices.**To Subordinate Lodges:**

DEAR SIRS AND BROTHERS—All Lodges are requested to notify us at once of the name and location of the hall in which they meet. This is for publication in the Magazine in connection with the Lodge addresses.

Two copies of the Journal of Proceedings of our Twelfth Annual Convention have been mailed to each Lodge. Any failure to receive them should be promptly reported to the Grand Lodge.

Your attention is called to the fact that the date of the union meeting to be held in New York City has been changed from Sunday, February 21st to Sunday February 28th, just one week later than the date first announced.

Each officer is requested to examine his address in the Magazine and see that it is correct. The P. O. box number or street and house number should be given accurately to insure the safe delivery of the mails. *This is imperative.*

Full sets of Magazines for 1877, 1878, 1879, 1880, 1881 and 1882, are desired by the Grand Lodge. Any member having these sets, or single copies thereof, and wishing to dispose of them, will please correspond with the Grand Secretary.

UNION MEETING.

The first of a series of Union meetings authorized by our late Convention, will be held in New York City on Sunday, February 28th, under the auspices of Just in Time Lodge No. 149. The Grand Officers will address the meeting, and as matters of vital importance will be presented, a full attendance is earnestly requested. All members of the Order are cordially invited to attend. Fraternally yours,

EUGENE V. DEBS,
G. S. and T.FRANK P. SARGENT,
G. M.**Notice to Absent Members.**

CLARENCE SMITH.

Clarence Smith, of W. A. Foster Lodge, No. 216, will correspond with the Financier of his Lodge.

G. SHOMER.

G. Shomer, of Custer Lodge No. 191, is requested to correspond with the Financier of his Lodge at once.

ED. CURTIS.

Ed. Curtis, of Montezuma Lodge No. 204, is requested to correspond with the Financier of his Lodge.

JOHN WARD.

John Ward, of Central Park Lodge, No. 237, is requested to communicate with the Financier of his Lodge.

E. R. KELLY.

E. R. Kelly, of Landmark Lodge, No. 128, is requested to correspond with the Financier of his Lodge.

MEMBERS OF NO. 128.

Thos. Williams, Charles Burrell and E. Kelley, of Landmark Lodge, No. 128, are requested to correspond with their Financier and save trouble.

MEMBERS OF NO. 103.

Bros. John Boyd, H. E. Bickham, Elmer S. Gilson and H. T. Edmonson are requested to correspond with the Financier of their Lodge at once and save trouble.

MEMBERS OF NO. 261.

J. W. Blaine and P. J. Galbreath, of Magdalena Lodge No. 261, will please correspond with the Financier of their Lodge.

F. E. MAYNARD.

Any one knowing the whereabouts of F. E. Maynard, of Guiding Star Lodge, No. 130, will oblige his mother by advising D. S. Dickinson, 530 Seneca street, Buffalo, N. Y.

MEMBERS OF LODGE NO. 21.

Members of Industrial Lodge No. 21 who are in arrears are requested to communicate with their Financier, W. A. Murphy, 1500 Poplar street, St. Louis, Mo., and save trouble.

Black List.

H. H. NEWHALL.

H. H. Newhall, late Magazine Agent of Boston Lodge No. 57 has been expelled from the Order for defrauding his Lodge and acting the part of a beat generally. We are requested to warn our members against him.

HENRY LYNES.

Henry Lynes, late Magazine Agent of Northern Light Lodge No. 127, defrauded his Lodge of Magazine funds amounting to over \$400.00, for which he has been expelled from the Order in disgrace. We are authorized to caution all our members to beware of him.

CHAS. E. BAYLEY, JR.

By authority of Maple City Lodge No. 198, Norwalk, O., we hereby publish Chas. E. Bayley, Jr., formerly of said Lodge, who has been expelled for misapplying Lodge funds, failing to remit names to Grand Lodge, contempt of Lodge and general crookedness. He is utterly unworthy of respect or recognition and our members will find it to their advantage to have nothing to do with him.

Grand Lodge.

F. P. Sargent	Grand Master
Terre Haute, Indiana.	
J. J. Hannahan	Vice Grand Master
Box 655, Englewood, Ill.	
E. V. Debs	Grand Secretary and Treasurer
Terre Haute, Indiana.	
J. J. Hannahan	Grand Organizer and Instructor
Box 655, Englewood, Ill.	

TRUSTEES

W. F. Hynes	Denver, Col.
A. C. Cripps	Vincennes, Ind.
A. H. Tucker	Mason City, Iowa

EXECUTIVE COMMITTEE.

H. Walton Chairman	Philadelphia, Pa.
W. E. Burns, Secretary	Chicago, Ill.
F. W. Dyer	St. Paul, Minn.
C. A. Wilson	Jersey City, N. J.
Sid. Vaughan	Toronto, Ont.

Subordinate Lodges.

1. **DEER PARK; Port Jervis, N. Y.**
Meets every Sunday at 2 P. M.
C. E. Barkman, Box 26 Master
J. E. Cook, Box 215 Secretary
A. McAllister, Box 1024 Financier
2. **HAND IN HAND; Providence, R. I.**
Meets 2d Monday and 4th Tuesdays.
W. A. Aldrich, Woonsocket, R. I. Master
C. E. Harmon, E. Providence, R. I. Secretary
T. B. Wardwell, 28 Common St. Financier
3. **ADOPTED DAUGHTER; Jersey City, N. J.**
Meets 2d and 4th Sundays, Cor. Grove and Fourth
Sta.
E. P. Hutton, 214 York St. Master
R. H. Roden, 72 Erie St. Secretary
G. Auchter, 167 Fourth St. Financier
4. **GREAT EASTERN; Portland, Maine.**
Meet at 53 Temple St., Cor. Congress St., in Con-
gress Hall, 1st and 3d Sundays at 1 P. M.
F. A. Huff, 49 Hanover St. Master
L. P. Bailey, 26 May St. Secretary
W. O. Small, 12 Brown street Financier
5. **CHARITY; St. Thomas, Ontario.**
Meets every Tuesday.
D. T. O'Shea, Box 784 Master
J. H. Holman, Box 784 Secretary
T. L. Hoyt, Box 784 Financier
6. **PRIDE OF THE WEST; Desoto, Mo.**
Meets 1st and 3d Mondays at 1 P. M.
J. Tully Master
G. Cheney Secretary
G. Barrett, Box 294 Financier
7. **POTOMAC; Washington, D. C.**
Meets 2d and 4th Sundays of each month.
E. Kemp, Alexandria, Va. Master
H. A. Wilvert, 807 Sixth st, S. W. Secretary
P. C. Luddy, 426 4 $\frac{1}{2}$ St., S. W. Financier
8. **RED RIVER; Denison City, Texas.**
Meets every Saturdays at 8 P. M.
C. Cain Master
S. M. Babb Secretary
A. T. Eckstrom Financier
9. **FRANKLIN; Columbus, Ohio.**
Meets 1st Monday and 3d Tuesday at 7:30 P. M.
W. J. Evans Master
C. H. Mason, 116 Vine St. Secretary
J. D. Coffey, C., St. L. & P. Shops Financier
10. **FOREST CITY; Cleveland, Ohio.**
Meet every other Sunday at 182 Ontario St., at 2
P. M.
J. Saunders, 58 Merchants' Ave. Master
T. P. Smith, 31 Jessie St. Secretary
A. H. Buse, 63 Brayton St S S. Financier
11. **EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays at 2 P. M.
N. Strouse, 547 Fayette St. Master
C. W. Vannatta Secretary
J. W. Sinclair, L. Box 96 Financier
12. **BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M.
F. H. Coe, 4 Hickory St. Master
Wm. J. Bruman, 385 Swan St. Secretary
A. L. Jacobs, 543 S. Division St. Financier
13. **WASHINGTON; Jersey City, N. J.**
Meet 4th Sunday at 10:30 A. M. in Masonic Hall.
E. J. Dwyer, 4 Florence Place Master
F. R. Degroff, 260 Communipaw
avenue Secretary
C. A. Wilson, 147 Pacific Ave. Financier
14. **EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M.
W. Lindeman, I., B. & W. shops Master
J. Zahm, 183 Bates St. Secretary
Wm. Hugo, 79 N. Noble St. Financier
15. **ST. LAWRENCE; Montreal, Canada.**
Meets alternate Sundays at 2:30 P. M.
T. Clark, 19 Conde St. Master
E. Upton, 7 Burgeois St. Secretary
T. A. Dickson, 72 Mullin St. Financier
16. **VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
O. E. Fox, 1326 Sycamore St. Master
J. F. O'Reilly, 617 N. 5th St. Secretary
C. Bennett, 1020 Chestnut St. Financier
17. **OLD POST; Vincennes, Ind.**
Meets every Sunday at 2 P. M.
C. Appel, O. & M. Shops Master
D. W. Moses, O. & M. Shops Secretary
C. A. Cripps Financier
18. **WEST END; Slater, Mo.**
Meets every Saturday at 7:30 P. M.
D. Smart Master
W. H. Storms Secretary
S. Washburn, Box 131 Financier
19. **TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:30 P. M.
A. Pollock, Box 8 Master
W. J. Patten, Box 8 Secretary
H. M. Johnson, Box 8 Financier
20. **STUART; Stuart, Iowa.**
Meets every Tuesday at 7:15 P. M.
W. Zerwick, Box 252 Master
G. C. Wells, Box 117 Secretary
G. C. Wells, Box 117 Financier
21. **INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Sundays.
A. Williams, 12 S. 15th St. Master
H. Blocker, 1822 Menard St. Secretary
W. A. Murphy, 1500 Poplar St. Financier
22. **CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
R. C. Burrus, Box 78 Master
L. Sullivan, Box 367 Secretary
W. Rundel, Box 345 Financier
23. **PHENIX; Brookfield, Mo.**
Meets 2d and 4th Sundays.
J. Cohnin Master
G. Watts Secretary
G. Spurlock Financier
24. **GREAT WESTERN; Parsons, Kansas.**
Meet in K. of L. Hall every Wednesday at 2 P. M.
A. McDonald Master
C. T. Peffer Secretary
L. D. Harrington, Box 338 Financier
25. **CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays.
W. H. Fuller, L. Box 814 Master
O. Dougherty Secretary
T. W. Smith, Box 686 Financier
26. **ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays at 7:30 P. M. and
4th Sundays at 2 P. M.
C. H. Williams, Jr., Box 964 Master
J. W. Spencer, Box 1371 Secretary
S. W. Dixon, Box 1236 Financier
27. **HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d and 4th Sundays.
W. C. Byers, 332 F Ave. W. Master
L. S. Getts Secretary
W. R. Graves, 399 2d St., West Financier
28. **ELKHORN; North Platte, Neb.**
G. M. Barnes Master
H. B. Maxwell Secretary
W. Thompson Financier
29. **CERRO GORDO; Mason City, Iowa.**
Meets 1st and 3d Tuesdays at 7 P. M.
P. A. Loveland Master
J. Fulton Secretary
A. H. Tucker, Financier
30. **CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E.
Waterloo, 1st and 3d Sundays at 2 P. M.
H. F. Gates Master
H. Conoughy Secretary
R. A. Corson, Box 406 Financier

- 31. B. E. CENTRE; Atchison, Kansas.**
Meet at 710 Commercial St., 1st and 3d Sundays
and 2d and 4th Mondays.
J. A. Sweeney, 705 S. Sixth St. Master
J. A. May, Box 536 Secretary
W. Jacobia, 1515 Utah Ave Financier
- 32. BORDER; Ellis, Kansas.**
J. Hardesty, Box 234 Master
T. McMahon, Box 230 Secretary
G. M. McClure, Box 205 Financier
- 33. SUCCESS; Trenton, Mo.**
Meets 1st and 3d Mondays.
D. Rice Master
D. Cheshier Secretary
D. Cheshier Financier
- 34. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. Keith Master
F. A. Kinch, Box 381 Secretary
W. L. Smith, Box 1312 Financier
- 35. AMBOY; Amboy, Ill.**
Meets 1st and 3d Sundays at 8 P. M.
W. A. Gascolgne Master
J. F. Maloney, Box 389 Secretary
G. W. Bainter, Box 498 Financier
- 36. TIPPECANOE; Lafayette, Ind.**
Meets every Sunday at 2 P. M.
J. D. Wright, 49 Romie St. Master
E. E. Crusey, 137 N. 8th St. Secretary
W. H. Willoughby, 29 N. 3d St. Financier
- 37. NEW HOPE; Centralia, Ill.**
Meets 1st and 3d Sundays at 2 P. M., in Engineer's
Hall, Broadway, bet. Chestnut and Walnut.
J. M. Shepherd, Box 554 Master
C. A. Posten Secretary
R. E. Shepherd Financier
- 38. AVON; Stratford, Ontario.**
Meet in A. O. F. Hall 1st and 3d Sundays at 2 P. M.
E. A. Ball, Box 318 Master
J. Cooper, Box 318 Secretary
G. Nursey, Box 318 Financier
- 39. TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M. in Engineer's
Hall.
W. T. Clark, Box 874 Master
G. J. M. Colburn, Box 113 Secretary
G. J. M. Colburn, Box 113 Financier
- 40. BLOOMING; Bloomington, Ill.**
Meets every Tuesday evening.
E. Browning, 714½ W. Washington St. Master
J. Augersbach, 703 Graham St. Secretary
W. Cavenaugh, 902 N. Lee St. Financier
- 41. ONWARD; Dickinson, Dakota.**
Meets every Sunday at 7:30 P. M.
J. Taylor, Box 233, Maudan, Dak. Master
W. F. Cunningham Secretary
A. C. Wirtz Financier
- 42. ELMO; Madison, Wis.**
Meets 2d and 4th Sundays.
M. O'Loughlin, 607 W. Dayton St. Master
J. L. Cashen, 402 W. Wilson St. Secretary
W. D. Scampton Financier
- 43. ST. JOSEPH; St. Joseph, Mo.**
Meets 2d and 4th Sundays at 2:30 P. M.
J. E. Shortell, 705 So. 10th St. Master
J. Widner, 2314 S. 6th St. Secretary
J. Hyndman, 2218 S. 6th St. Financier
- 44. F. W. ARNOLD; East St. Louis, Ill.**
Meets every alternate Tuesday.
J. T. Sullivan, Box 116 Master
M. J. Cunningham, Box 112 Secretary
J. Bisson, L. Box 38 Financier
- 45. ROSE CITY; Little Rock, Ark.**
Meets every Monday at 7:30 P. M.
W. N. Horton, 1704 W. 3d St. Master
H. H. Burrus, 1223 W. 4th St. Secretary
T. A. Howell, 310 So Cross St. Financier
- 46. CAPITAL; Springfield, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
M. Hogan, 222 N. 5th St. Master
C. J. Cullom, S. 11th St. Secretary
J. Summerhill, 1417 E. Munro St. Financier
- 47. TRIUMPHANT; Chicago, Ill.**
Meet N. W. Cor. LaSalle and Adams St., Hall C,
1st Sunday at 2 P. M. and 3d Saturday at 7:30
P. M.
W. H. Giff, 263 Maxwell Ave. Master
H. Schilling, 3247 Dearborn St. Secretary
E. J. McGuirk, 3 E Washington St. Financier
- 48. W. F. HYNES; Peoria, Ill.**
Meet at 105 S. Adams St. 1st and 3d Sundays at 2
P. M.
R. Wambacher, 823 N. Washington St. Master
W. A. McMillan, 504 W. Jefferson Street. Secretary
G. C. Watt, 617 1st St. Financier
- 49. J. M. RAYMOND; Decatur, Ill.**
Meet Cor. R. R. Ave. and Eldorado St. every Sun-
day at 3 P. M.
H. E. Davis, 320 Durfee St. Master
L. Litterer, 410 Mason St. Secretary
L. Miesse, 1021 E. Eldorado St. Financier
- 50. GARDEN CITY; Chicago, Ill.**
Meet Cor. 7th and State Sts. 1st and 3d Satur-
days at 8 P. M.
J. E. Davis, 163 E. Harrison St. Master
W. C. Wright, Auburn Junction, Ills. Secretary
A. S. McAllister, 4904 S. Dearborn St. Financier
- 51. FRISCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays at 7:30 P. M.
G. W. Salsman Master
E. Rush Secretary
J. Hulse Financier
- 52. GOOD WILL; Logansport, Ind.**
Meet Cor. 12th and Spear Sts. every Sunday at 2
P. M.
S. W. Shaver Master
W. H. Green, L. Box 626 Secretary
E. H. Laing, L. Box 626 Financier
- 53. EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays at 2:30 P. M.
J. B. McNeill, Box 1210 Master
J. Gallagher, Box 1172 Secretary
H. Wiebrecht, Box 737 Financier
- 54. ANCHOR; Moberly, Mo.**
Meet in Supplies' Hall every Tuesday at 7:30 P. M.
W. P. Carlisle, Box 802 Master
L. W. Cass Secretary
R. A. Blades, L. Box 1474 Financier
- 55. BLUFF CITY; Memphis, Tenn.**
Meet 2d and 4th Thursday nights Cor. 2d and
Adams Sts.
T. Fox, L. & N. Shops Master
M. J. Cody, L. & N. Shops Secretary
W. A. Asley, L. & N. Shops Financier
- 56. BANNER; Stansberry, Mo.**
Meets every Thursday at 2 P. M.
P. McDermott Master
M. E. O'Connor, Box 6 Secretary
W. B. Genung Financier
- 57. BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays at 10 A. M.
A. W. Spurr, 76 Hammond street. Master
E. E. Roundy, 26 Chapman St., Charles-
town, Mass. Secretary
J. C. Edwards, 19 Russell St., Bunker Hill
District, Boston, Mass. Financier
- 58. SACRAMENTO; Rocklin, Cal.**
Meet every Sunday at 2 P. M. in Masonic Hall.
L. G. Jeardeau Master
J. P. Clark, Box 68 Secretary
G. W. Culver Financier
- 59. ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday night.
M. Zumburum Master
H. L. Foster Secretary
W. Henthorn Financier
- 60. UNITED; Philadelphia, Pa.**
Meet at 2204 Marshall St. alternate Sundays at
9:30 A. M.
J. Maxheimer, 908 Green St. Master
J. A. Minges, 1714 W. Front St. Secretary
J. Shepherd, 2510 Alder St. Financier

61. **MINNEHAWA; St. Paul, Minn.**
Meets 2d and 4th Sundays at 3 P. M.
L. Sharpless, Jr., 682 Armstrong st. Master
A. Danielson Secretary
F. E. LeClaire, 108 Granite St. Financier
62. **VANBERGEN; Carbondale, Pa.**
Meet at Odd Fellows' Hall, Cor. Church and Lafayette Sts., 2d and 4th Sundays at 3 P. M.
A. W. Bayley Master
T. McCauley Secretary
O. E. Histed, L. Box 730 Financier
63. **HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday.
S. D. Moore, Box 772 Master
H. J. Bohm, Box 772 Secretary
J. Wakeley, Box 772 Financier
64. **SILOUX; Sioux City, Iowa.**
G. Martin Master
W. E. Shipman, Box 384 Secretary
L. B. Cutting, Box 127, St. James, Minn. Financier
65. **FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 348 Master
V. B. Tooke Secretary
L. A. Bullard Financier
66. **CHALLENGE; Belleville, Ontario.**
Meet 2d and 4th Sundays at 2:30 P. M. at 223 Station St.
J. Muir, G. T. Ry Master
C. Spry, G. T. Ry Secretary
J. Logue, G. T. Ry Financier
67. **DOMINION; Toronto, Canada.**
Meet in Occident Hall 1st and 3d Sundays at 2:30 P. M.
R. Reid, 31 Leonard ave Master
W. C. Farrance, 68 Dennison ave Secretary
J. Pratt, 73 Huron St. Financier
68. **Eau Claire; Eau Claire, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
M. E. Cuddy, Altoona, Wis. Master
J. B. Hurley, Box 141, Altoona, Wis. Secretary
H. E. Eggell, Box 51 Altoona, Wis. Financier
69. **ISLAND CITY; Brockville, Ontario.**
Meet alternate Thursdays at 7:30 P. M. King St., over Barnes' Dry Goods Store.
S. Rothwell Master
W. H. Parsley Secretary
T. Shields, Box 248 Financier
70. **LOVE STAR; Longview, Texas.**
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. P. Wesley, L. Box 411 Master
H. E. Stout, L. Box 411 Secretary
O. P. Cuberly, L. Box 411 Financier
71. **SUSQUEHANNA; Oneonta, N. Y.**
Meet 2d and 4th Sundays at 7 P. M. at B. of L. E. Hall.
C. C. Bunker, Box 672 Master
J. E. Ryan, Box 687 Secretary
P. Stillwell, Box 666 Financier
72. **WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays at 2 P. M.
W. Rule, 14 Hudson St Master
Wm. Laird, 439 Mickie St Secretary
J. Gibbs, 24 Hudson St Financier
73. **BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 1 P. M.
L. C. Wilson, 79 Harrison St. Master
G. T. Craft, 7 Salem St Secretary
G. F. Newton, 6 Riley St Financier
74. **KANSAS CITY; Kansas City, Mo.**
Meet at 1513 N. 9th St. alternate Mondays at 7:30 P. M.
L. F. Stephens, N. E. Cor. 8th and Woodland Ave Master
W. Piercey, 1364 Liberty St., W. Kansas City Mo. Secretary
M. Hurley, 1490 Wyoming St Financier
75. **ENTERPRISE; Philadelphia, Pa.**
Meet N. E. Cor. 39th and Market Sts. alternate Sundays at 1 P. M.
A. S. Grott, 128 N 32d St Master
H. Walton, 4080 Spring Garden St Secretary
F. Dupell, 743 N. 37th St. Financier
76. **NEW ERA; Barnesville, Minn.**
Meets 2d and 4th Sundays at 2 P. M.
E. F. Burke Master
F. A. Catlin Secretary
F. A. Catlin Financier
77. **ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M., in B. of L. F. Hall, 375 Larimer st.
H. Salmon, Box 1828 Master
W. F. Brundage, 292½ Larimer St Secretary
W. F. Hynes, 379 11th St. Financier
78. **GOLDEN EAGLE; Sedalia, Mo.**
Meets 1st and 3d Saturdays at 7:30 P. M.
B. D. Rucker, Box 701 Master
D. Ritchie, Box 701 Secretary
W. Holcroft, 514 Summit St Financier
79. **J. M. DODGE; Roodhouse, Ill.**
Meet in B. of L. E. Hall 2d and 4th Sundays and 1st and 3d Mondays.
R. Carroll Master
W. E. S. Gibson, Box 1134 Secretary
J. Hyndman Financier
80. **SELF HELP; Aurora, Ill.**
Meets 2d and 4th Sundays at 3 P. M.
S. E. Tucker Master
W. B. Miller, Box 2071 Secretary
G. Goding, Box 272 Financier
81. **PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M.
W. Lincoln, Box 752 Master
W. J. Bain, Box 1856 Secretary
W. F. Ripson, Box 1827 Financier
82. **NORTHWESTERN; Minneapolis, Minn.**
Meet Cor. Nicollet Ave. and 3d St. 1st Saturday at 7:30 P. M. and 3d Sunday at 2 P. M.
F. X. Holl, 207 13th Ave. So. Master
W. T. Nichel, 1819 3d Ave. N Secretary
W. E. Richmond, 820 N. Girard Ave. Financier
83. **TRINITY; Fort Worth, Texas.**
Meet in Locomotive Firemen's Hall 1st and 3d Sundays at 3 P. M. and 2d and 4th Fridays at 8 P. M.
J. G. Nash, L. Box 406 Master
I. M. Dean, L. Box 406 Secretary
R. L. Craig, L. Box 406 Financier
84. **CALHOUN; Battle Creek, Mich.**
Meets 1st Monday and 2d and 4th Sundays at 2:30 P. M.
W. Buckley Master
D. Coughlin Secretary
T. W. Taylor, Box 1800 Financier
85. **FARGO; Fargo, Dakota.**
Meet Cor. Robert and Second Aves. 2d and 4th Sundays at 2 P. M.
J. T. Kellum, Box 553 Master
R. Roggeveen, L. Box 1026 Secretary
A. Bassett, Box 1796 Financier
86. **BLACK HILLS; Laramie City, Wyoming.**
Meet at 7:30 P. M. Friday evening in K. L. Hall.
W. Rich Master
J. Costin, Box 165 Secretary
W. Konold Financier
87. **SUMMIT; Rawlins, Wyoming.**
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
T. F. Croake Master
J. A. Measures Secretary
G. Jordan Financier
88. **MORNING STAR; Evanston, Wyoming.**
Meets every Sunday at 2:30 P. M. in Odd Fellows' Hall.
A. Payne, Box 109 Master
J. F. Kelleher Secretary
Harry Henn Financier
89. **SILVER STATE; Carlin, Nevada.**
Meets every Tuesday evening in Firemen and Engineer's Hall.
W. R. Capell Master
Wm. Ten Eyck Secretary
B. F. Rondebush Financier

- 90. SAN DIEGO; National City, Cal.**
R. V. Dodge, Box 317, San Diego Master
J. M. Dodge, Box 317, San Diego Secretary
J. V. Dodge, Box 317. Financier
- 91. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 7 P. M. and 3d Sunday at 11 A. M., Cor. Valentine and 16th Sts.
J. Hewitt, S. P. R. R. Shops Master
W. G. Bradshaw, 2851 16th St. Secretary
W. G. Bradshaw, 2851 16th St. Financier
- 92. FRONTIER CITY; Owego, N. Y.**
Meets 2d and 4th Sundays at 2 P. M.
T. Lee, 109 West Albany St. Master
G. E. McCathron, 224 W. 6th St. Secretary
S. C. Forsyth, 166 W. Utica St. Financier
- 93. GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
H. Schwartz, 1013 Bank St. Master
M. L. Eversoll, 1213 Bank St. Secretary
J. H. Carter, 620 S. Main St. Financier
- 94. CACTUS; Tucson, Arizona.**
Meet Cor. Pennington and Tool Ave. 1st and 3d Tuesdays at 7 P. M.
J. C. Stout, Box 218 Master
A. W. McQueen, Box 218 Secretary
C. W. Wilcox, Box 218 Financier
- 95. CHICAGO; Chicago, Ill.**
Meet 1st Tuesday and 3d Friday at 7:30 P. M. and last Sunday at 9:30 A. M. at 237 Milwaukee Ave.
J. F. Cantlon, 142 Front St. Master
W. Gilbert, 139 W. Chicago Ave. Secretary
C. A. Miller, 643 N. Robey St. Financier
- 96. ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays.
G. Liebtag, Box 685 Master
D. W. Davidson, Box 685 Secretary
J. Quinn, Box 239 Financier
- 97. ORANGE GROVE; Los Angeles, Cal.**
Meets the 1st, 10th and 20th at 2 P. M.
H. C. Hall, Box 72 Master
W. P. Styles, Box 72 Secretary
F. C. Bishop, Box 72 Financier
- 98. PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday.
R. W. Shields Master
E. J. Turner Secretary
A. Ludlam, Wells, Nev. Financier
- 99. ROCHESTER; Rochester, N. Y.**
Meets 2d and 4th Wednesdays at 8 P. M.
J. W. Milliman, 6 Hubbell Park Master
D. C. Frost, 485 E. Main St. Secretary
G. N. Kingsley, 88 Channing St. Financier
- 100. ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
W. Allsop Master
J. H. Fenwick Secretary
J. H. Fenwick Financier
- 101. ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Engineer's Hall.
M. Degnan, Box 404 Master
F. A. Neely, Box 476 Secretary
J. F. Bryan, L. Box 319 Financier
- 102. CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M.
J. W. Combs Master
C. M. Krull, C. R. I & P. Engine House. Secretary
F. Warrick, C. R. I & P. Engine House. Financier
- 103. FALLS CITY; Louisville, Ky.**
Meets every Thursday at 2 P. M.
C. Carroll, 1207 Churchill St. Master
T. Filburn Secretary
J. W. Wynn, 717 12th St. Financier
- 104. "OLD KENTUCKY;" Ludlow, Ky.**
Meet at I. O. O. F. Hall 1st and 3d Thursdays at 7 P. M.
J. Connelly, Box 3 Master
J. D. Smith Secretary
C. Smith Financier
- 105. PROGRESS; Galesburg, Ill.**
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M.
S. D. Lowe, 828 So. Seminary St. Master
C. G. Nelson, 522 N. Seminary St. Secretary
J. L. Weeks, 513 E. Berrian St. Financier
- 106. KEY CITY; Dubuque, Iowa.**
Meets 2d and 4th Sundays at 7:15 P. M.
D. Schaffner, 1974 Jackson St. Master
G. B. Uncapher, C. M. St. P. shops Secretary
J. P. Sandry, 142 High St. Financier
- 107. ECLIPSE; Gallon, Ohio.**
Meets every Thursday at 7:30 P. M.
C. H. Ness Master
J. H. Cronin, Box 41 Secretary
C. Gollady Financier
- 108. PIONEER; Chama, New Mexico.**
Meet in D. & R. G. Passenger Depot every Wednesday at 7:30 P. M.
W. Davis, Box 27 Master
W. Gordon, Box 20 Secretary
H. Berndt, Box 17 Financier
- 109. PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays at 7:30 P. M.
L. Fisher, 214 S. Beaumont St. Master
W. M. White, 710 S. Broadway Secretary
J. L. Pate, 2908 Rutger St. Financier
- 110. OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky Ave. and Mansfield St.
J. R. Gordon, L. Box 235 Master
A. J. Craft Secretary
E. Stauffer Financier
- 111. BEACON; Mattoon, Ill.**
Meets 1st and 3d Tuesdays at 7:30 P. M.
R. W. O'Brien, Box 45 Master
M. Heffron Secretary
T. J. Tiernen, Box 365 Financier
- 112. EVENING STAR; Mt. Vernon, Ill.**
Meet 1st and 3d Sundays at 6:30 P. M. in Masonic Hall.
S. R. Wild Master
J. C. Branham Secretary
J. C. Branham Financier
- 113. CLARK-KIMBALL; Eagle Rock, Idaho.**
Meets every Sunday at 2 P. M.
G. L. Oram, Box 13 Master
John Gorman Secretary
T. Moore, Box 13 Financier
- 114. MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M.
H. Gutch Master
A. Heenan, Box 85 Secretary
R. N. Wind, Box 354 Financier
- 115. GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays.
H. L. Briggs, 561 E. Church St. Master
J. Killen, Post Office St, between 36th and 37th St. Secretary
C. Potthoff, Cor. 32d and West Ave. S. Financier
- 116. ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays.
M. D. Anderson Master
J. L. Gray Secretary
O. Blodgett Financier
- 117. BEAVER; London, Ontario.**
Meets 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.
G. Angles, 385 Grey St. Master
R. Lister, 140 Colborne St. Secretary
S. T. Fletcher, 221 Maitland St. Financier
- 118. STAR OF THE EAST; Richmond, Quebec.**
Meets first two Wednesdays at 8 P. M. and the last two Saturdays at 3 P. M.
J. Kelly, Richmond Station Master
G. A. Pearson, Richmond Station Secretary
J. Damant, Richmond Station Financier
- 119. COLONIAL; River du Loup, Quebec.**
Meets every Wednesday at 8 P. M.
G. Findlay, Hadlow Cove, S. Quebec Master
L. D. Poulin, I. C. Ry. Station Secretary
W. Carmichael, I. C. Ry Station Financier

- 100. FORTUNE; Syracuse, N. Y.**
Meet every Tuesday at 7:30 P. M. in C. M. B. A. Hall.
S. Mangano, 210 Otisco St. Master
S. W. Walkins, Jr., 1½ Welch Block, Secretary
Fabins St. Financier
L. G. Roussen, 56½ Gertrude St. Financier
- 121. FELLOWSHIP; Corning, N. Y.**
Meet 1st and 3d Sundays at 3 P. M. in Knights of Honor Hall.
J. B. Orcutt Master
F. E. Hammer Secretary
G. R. Quick, L. Box 232 Financier
- 122. H. B. STONE; Beardstown, Ill.**
Meets every Tuesday at 7:30 P. M., in Engineer's Hall, Main st.
D. A. Sherman, Box 148 Master
H. Henson, Box 397 Secretary
W. W. Seeley, Box 198 Financier
- 123. OVERLAND; Omaha, Neb.**
Meets 1st, 2d and 4th Wednesday evenings and 3d Sunday afternoons at 1 P. M.
T. Anderson, U. P. round house Master
E. E. Fair, 1117 Pacific St. Secretary
James B. Fair, 912 So 12th St. Financier
- 124. PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays.
H. Draper Master
B. H. Giles Secretary
G. Gregg Financier
- 125. GUIDE; Marshalltown, Iowa.**
Meets 2d and 4th Sundays at 1:30 P. M.
J. M. Speers Master
F. W. Snyder Secretary
M. Kelleher Financier
- 126. COMET; Austin, Minn.**
Meet at 12 Main St. 2d and 4th Sundays at 3 P. M.
P. F. McNamara Master
F. A. Fairbanks Secretary
A. E. Kearney Financier
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets 1st Wednesday and 3d Sunday.
J. F. Marshall, C. P. R. R. shops Master
S. Partington, 136 Logan St. Secretary
J. G. Jonah, 226 McWilliams St. Financier
- 128. LANDMARK; Glendive, Montana.**
Meets 1st and 3d Sundays at 2 P. M.
W. P. Clayton, Box 24 Master
T. J. Pollard, Box 55 Secretary
W. Jones, Box 55 Financier
- 129. MINERAL KING; Escanaba, Mich.**
Meet 2d and 4th Sundays at 2 P. M. in B. of L. E. Hall.
G. W. Siminon, Box 426 Master
M. Shields Secretary
R. E. Gorham, Box 422 Financier
- 130. GUIDING STAR; Milwaukee, Wis.**
Meets 1st Wednesday and 2d and 4th Sundays.
A. Knapp, 434 Barclay St. Master
G. Tripp, 358 Jackson St. Secretary
J. F. Duggan, 53 5th St. Financier
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meet in Redfield's Hall 2d and 4th Sundays at 2:30 P. M. and 1st and 3d Fridays at 7 P. M.
M. J. Moore Master
W. S. Collins Secretary
W. S. Collins Financier
- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meet in Howell's Hall, Broadway, Depot Block, 1st and 3d Sundays at 2:30 P. M.
J. J. Canfield, Box 90 Master
J. Bowes, Box 20 Secretary
G. W. Farmerter Financier
- 133. SPRAGUE; Sprague, Washington Ty.**
Meets the 1st and 3d Sundays at 2 P. M. and 2d and 4th Sundays at 7 P. M.
J. Miller Master
M. E. Montgomery Secretary
H. C. Swain, Box 97 Financier
- 134. EASTMAN; Farnham, Quebec.**
Meet 2d Sunday at 7:30 P. M. and 4th Saturday at 8 P. M. in Passenger Depot of Southeastern R.R.
L. Robinson, Farnham, Quebec Master
H. E. Cowan Secretary
E. W. Gibson, Sutton Junction, Que. Financier
- 135. NEW YEAR; El Paso, Texas.**
Meet in B. of L. E. Hall every Tuesday at 7 P. M.
W. Cowan, Box 184 Master
N. H. Luft, Box 184 Secretary
J. M. Barton, Box 184 Financier
- 136. J. SCOTT; Port Hope, Ontario.**
Meet north side Wilton St., two doors west of Mechanic Institute, 1st and 3d Saturdays at 8 P. M.
T. A. Pratt, Box 166 Master
J. McMahon, Box 166 Secretary
R. M. Johnson, Box 166 Financier
- 137. PROTECTION, Eldon, Iowa.**
Meets 2d and 4th Mondays.
W. T. Brown Master
J. Hull Secretary
L. C. Allen Financier
- 138. UNION; Freeport, Ill.**
Meet in A. O. V. F. Hall 2d and 4th Sundays at 2 P. M.
J. Flack, Box 1301 Master
S. Shaughnessy, Box 1489 Secretary
H. Stow, Box 1287 Financier
- 139. MT. WHITNEY; Tulare, Cal.**
Meets every Sunday at 2 P. M.
P. A. Murray Master
J. J. Norton Secretary
W. M. Cole, L. Box 242 Financier
- 140. MOUNT OURAY; Salida, Colo.**
Meets every Monday at 7:30 P. M. in Masonic Hall.
H. N. Lowry, Box 176 Master
J. L. West, Box 39 Secretary
J. P. Sappington, L. Box 509 Financier
- 141. A. G. PORTER; Fort Wayne, Ind.**
Meet at 140 Calhoun St. every Wednesday at 7:30 P. M.
J. C. Short, 5 Pearl St. Master
A. J. Kohler, 31 Allen St. Secretary
W. R. Frederick, 415 Lafayette St. Financier
- 142. C. R. WHIPPLE; Toledo, Ohio.**
Meets 1st and 3d Sundays and 2d Wednesday.
J. M. Gorman, 40 Middle St. Master
J. Higgins, Cor. Dix and Middle Sts. Secretary
G. W. Nesper, 196 Broadway Financier
- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets every Monday at 7:30 P. M.
J. M. White, 1714 Lincoln St. Master
Geo. Randall, 1061 Campbell st. Secretary
F. S. Small, 914 Wood St. Financier
- 144. SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st and 3d Saturdays at 8 P. M. in Patterson's Hall, I. C. R. Depot.
W. Bastin, Box 459 Master
F. Matherson, Box 448 Secretary
W. Bastin, Box 459 Financier
- 145. DAVY CROCKETT; San Antonio, Texas.**
Meet in K. P. Hall every Thursday at 2 P. M.
J. Sullivan, 1110 Ave. D Master
W. F. McQueeney, Box 429 Secretary
H. M. Brown, 218 Ave. D Financier
- 146. BAYOU CITY; Houston, Texas.**
Wm. Nary, 49 McKee st. Master
H. H. Daniels, 49 McKee St. Secretary
J. J. Sangster, 63 Centre St. Financier
- 147. MIDLAND; Temple, Texas.**
Meet in K. P. Hall every Sunday at 3 P. M.
W. R. Sherwood Master
T. J. Robbins Secretary
P. E. Corcoran Financier
- 148. SUNNY SOUTH; Tyler, Texas.**
Meets every Friday at 7:30 P. M.
J. Taaf Master
E. E. Smith Secretary
J. H. Duncan Financier
- 149. JUST IN TIME; New York, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 50th street.
G. Ford, 548 W. 125th St. Master
E. Chambers, 1035 Sixth Ave. Secretary
W. J. McColl, 952 6th Ave. Financier

- 150. S. M. STEVENS; Marquette, Mich.**
Meets 2d and 4th Sundays at 2 P. M., cor. Wash-
ington and 3d sts. Master
L. L. Hood, L. Box 217 Secretary
J. Loftus Secretary
L. L. Hood, L. Box 217 Financier
- 151. MAPLE LEAF; Hamilton, Ontario.**
Meet Cor. James and King William Sts. 1st and 3d
Sundays at 2:30 P. M. Master
T. McHattie, 13 Mill St. Secretary
S. Roberts, 26 Locomotive St. Secretary
H. R. Hall, 93 Murray St. Financier
- 152. DUNLAP; Wells, Minn.**
Meets every Sunday at 3 P. M. Master
C. Ellingson, Box 60 Secretary
R. G. McCoy Secretary
W. A. Searles Financier
- 153. H. C. LORD; Fort Scott, Kansas.**
Meets 1st and 3d Sundays at 3 P. M. Master
G. K. Bates, Box 310 Secretary
J. W. Page Secretary
H. L. Wright, Box 89 Financier
- 154. McKEEN; Ottawa, Kansas.**
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M.
F. Platt Master
E. Wall Secretary
E. E. Webb Financier
- 155. TEXAS BELLE; Greenville, Texas.**
Meets every Friday at 7:30 P. M. Master
J. W. Corn, L. Box 164 Secretary
E. H. Sims, L. Box 164 Secretary
L. Ryan, L. Box 92 Financier
- 156. NECHES; Palestine, Texas.**
Meets every Saturday at 7:30 P. M. Master
H. Jones, Box 256 Secretary
I. A. Green, Box 256 Secretary
W. P. Mallory, Box 256 Financier
- 157. ECHO; Peru, Ind.**
Meets 1st and 2d Sundays at 2 P. M. and 3d and
4th Thursdays at 7 P. M. Master
C. H. Walr Master
H. P. Matthews Secretary
Thos. H. Wade, Box 336 Financier
- 158. STANDARD; Detroit, Mich.**
Meets 2d and 4th Sundays at 2:30 P. M. Master
T. Teahan, 386 Fort St., E. Secretary
E. Heidenrich, 124 Hastings St. Secretary
J. Nopper, 124 Hastings St. Financier
- 159. W. H. THOMAS; Nashville, Tenn.**
Meets every Saturday at 7:30 P. M., cor. Union
and Summer sts. Master
J. J. Clark, L. & N. Shops, E. Nashville, Tenn. Master
P. M. Heslon, N. & D. Shops Secretary
E. P. Bishop, Jr., 69 So Union St. Financier
- 160. C. J. HEPBURN; Evansville, Ind.**
Meets 2d and 4th Sundays at 2 P. M. Master
W. J. Torrance, 413 William St. Secretary
W. Winder, 1206 Walnut St. Secretary
A. J. Warner, 710 Upper 5th St. Financier
- 161. HERALD; Burlington, Iowa.**
F. W. Barlow, C. B. & Q. Round House. Master
J. M. McGregor, 518 Cedar St. Secretary
J. D. Hawksworth, 2003 Madison St. Financier
- 162. PROSPECT; Elkhart, Ind.**
Meet 505 Main St. 1st Sunday at 2 P. M. and every
Wednesday at 7 P. M. Master
G. L. Long Secretary
D. F. Wagner Secretary
P. A. Hamilton Financier
- 163. ETNA; Pine Bluff, Ark.**
Meets every Friday at 7 P. M., in Masonic Hall.
M. R. Carson, L. Box 56 Master
D. Hope, L. Box 56 Secretary
J. F. Smith, Box 31 Financier
- 164. EEL RIVER; Butler, Ind.**
Meets in I. O. O. F. Hall, on Broadway.
E. A. Laughran, Box 247 Master
P. J. Richardson Secretary
J. Derck, Box 47 Financier
- 165. ROBERT ANDREWS; Andrews, Ind.**
Meets every Sunday at 2 P. M. Master
A. J. Boughton Secretary
T. Cunningham, Box 799 Secretary
M. E. Davis Financier
- 166. WM. HUGO; Huntington, Ind.**
F. Holland, Box 871 Master
D. H. Fenton, Box 325 Secretary
C. E. Wyman, Box 499 Financier
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meet at I. O. O. F. Hall every Monday at 7 P. M.
G. M. Thompson Master
G. B. Leach Secretary
Ed E. Joslin, Box 109, Albina, Ore. Financier
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st Sunday at 7 P. M. 3d Sunday at 2 P. M.
L. McHugh Master
G. Hiccox, 713 Caledonia St. Secretary
C. McCain, 802 Caledonia St. Financier
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets at Washington Hall, Arcade Building,
Broad St.
H. Grover, Box 689 Master
J. Hammond Secretary
A. H. Spencer, Box 1025, Hornellsville,
N. Y. Financier
- 170. PRAIRIE; Huron, Dakota.**
Meets 2d and 4th Sundays at 3 P. M. Master
S. P. Malone Secretary
D. Bartlett, Box 36 Secretary
W. H. Parkhouse, Box 187 Financier
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets 2d and 4th Thursdays. Master
F. Geddes Secretary
T. Fitzgerald, 237 Campbell Road, Rich-
mond, Halifax Secretary
F. M. White Financier
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays
J. Wilson, 140 Queen St. West Master
J. Smith, 672 Wellington St. Secretary
J. S. Ferguson, Rochester, P. O.,
Ottawa, Ont. Financier
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday evening. Master
O. J. Sandford Secretary
F. M. Armstrong, L. Box 44 Secretary
A. C. Seely Financier
- 174. HARRISBURG; Harrisburg, Pa.**
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
W. C. Taylor, 1506 N. 5th St. Master
H. O. Motter, 1520 Wallace St. Secretary
H. McNeal, 1208 Sixth St. Financier
- 175. TAYLOR; Newark, Ohio.**
Meet in P. O. S. of A. Hall 1st and 3d Tuesdays at
7 P. M. Master
R. C. Beall, Box C Secretary
J. Adkins, Box C Secretary
J. Adkins, Box C Financier
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
W. F. Gorman, Box 295 Master
A. G. Turley, Box 41 Secretary
C. H. Porter, Box 41 Financier
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7 P. M. Master
J. Fink Secretary
G. M. Lovett Secretary
W. Kane, Box 184 Financier
- 178. SALT LAKE; Salt Lake City, Utah.**
Meet Cor. Main St. and Second South St. every
Saturday at 7:30 P. M. Master
G. Suess, D. & R. G. Shops Secretary
E. W. Foote, 78 W. 5th S. St. Secretary
P. T. Tibbs, 146 S. 3d W. St. Financier
- 179. BEE-HIVE; Lincoln, Neb.**
Meets 2d and 4th Sundays at 3 P. M. Master
J. Robinson, 1341 K St. Secretary
C. W. Hedges, 1240 U St. Secretary
S. Walters, 437 S. 9th St. Financier

180. THREE STATES; Cairo, Ill.
Meets every Sundays at 2:30 P. M.
M. S. Egan Master
J. F. Howie Secretary
C. Hewitt, C. V. & C. R. R. Financier

181. WELLINGTON; Palmerston, Ontario.
Meets 1st and 3d Sundays at 2 P. M.
J. Caudle Master
D. J. Nicoll Secretary
Jas. Nicholson Financier

182. GOOD INTENT; Erie, Pa.
Meets 1st and 3d Tuesdays.
T. F. Judge, 18 Hickory St. Master
G. W. Welch, 17th and Hickory Sts Secretary
E. J. Oliver, 83 W. 17th St. Financier

183. LAKE SHORE; Collinwood, Ohio.
Meets every Tuesday at 1:30 P. M.
J. M. Gains Master
H. I. Miller Secretary
G. W. Moses Financier

184. LIMA; Lima, Ohio.
Meet at 1 P. M. 2d and 4th Sundays Cor. Main and Wayne Sts.
P. A. Branson Master
E. L. Melhorn Secretary
C. M. Hufty Financier

185. FIDELITY; Delphos, Ohio.
Meets every Sunday at 2 P. M.
W. Van Gelsen, Box 87 Master
J. Kuhns Secretary
H. Prilliman Financier

186. CHAMBERLIN; Chicago, Ill.
Meets every Tuesday at 7:30 P. M.
John Broderick, South Chicago, Ill. Master
G. A. Updegraff, 3201 Hanover St. Secretary
G. H. Mitchell, 2245 Wentworth Ave Financier

187. LITTLE GIANT; Charleston, Ill.
Meets 1st and 3d Sundays at 2:30 P. M.
J. Traimor Master
H. T. Lyons Secretary
L. H. Linn, Box 402 Financier

188. S. S. MERRILL; Chicago, Ill.
Meet 7:30 W. Lake St. 2d and 4th Sundays at 2:30 P. M.
J. K. Doherty, 156 Northwestern Ave. Master
E. P. Tobias, 1069 Fulton St Secretary
H. Price, 1019 A Fulton St. Financier

189. BALDWIN; Ft. Howard, Wis.
Meet in Nau's Block, Green Bay, Wis., every Sunday at 3 P. M.
E. B. Mayo, L. Box 4 Master
J. Woods, L. Box 352 Green Bay, Wis. Secretary
I. R. Johnson, Box 215 Financier

190. FERGUSON; Mitchell, Dakota.
Meets 1st and 3d Sundays.
G. H. Kings, Box 405 Master
W. S. Crandell, Box 84 Secretary
H. O. Conkey, Box 223, Sanborn, Ia. Financier

191. CUSTER; Livingston, Montana.
Meets every Wednesday at 7 P. M.
J. S. Foley Master
W. O'Neill Secretary
W. T. Field, L. Box 16 Financier

192. MT. TACOMA; New Tacoma, Washington Ty.
Meets 2d and 4th Sundays.
C. W. Tullis Master
A. Geary, Box 526 Secretary
F. H. Andrews Financier

193. J. B. MAYNARD; Albina, Oregon.
Meets 2d and 4th Sundays at 2:30 P. M.
H. W. Hall, Box 287, East Portland, Oregon. Master
H. W. Ingalls Secretary
E. C. Smith, Albina, Oregon Financier

194. BONANZA; Missoula, Montana.
Meets 1st and 3d Sundays.
J. P. Case Master
J. A. Foster Secretary
W. E. Watson Financier

195. RE-echo; Shoshone, Idaho.
Meet Cor. Post and Green Sts. every Sunday at 3 P. M.
J. H. Woffington Master
J. Becker Secretary
D. Hill Financier

196. CLOUD CITY; Leadville, Colo.
Meet in Haven & Beman's Block every Friday at 7:30 P. M.
E. G. Haskins, Box 830 Master
L. C. Cooper, Box 330 Secretary
W. H. Joyner, Box 330 Financier

197. RIVERSIDE; Savanna, Ill.
Meets 1st and 3d Sundays at 2 P. M.
W. S. Griffith, L. Box N Master
C. Latham, Box 446 Secretary
James Bailey Financier

198. MAPLE CITY; Norwalk, Ohio.
L. A. Sherman Master
J. E. Houghton Secretary
E. E. Bishop Financier

199. MAHONING; Youngstown, Ohio.
J. H. Mulvey Master
D. Heinselman, 313 Henrietta St. Secretary
D. Heinselman, 313 Henrietta St. Financier

200. GREAT SOUTHERN; Meridian, Miss.
Meets every Sunday at 9:30 A. M.
M. Fulcher Master
S. M. Jackson Secretary
L. H. Munn Financier

201. FRIENDLY HAND; Jackson, Tenn.
Meets 1st and 3d Wednesdays at 7 P. M.
T. G. Emmons Master
D. W. Shea Secretary
J. D. Bledsoe Financier

202. SCIOTO; Chillicothe, Ohio.
Meets 1st Sunday afternoon and 3d Monday evening.
D. Sheets Master
A. E. Maunsell, Box 1231 Secretary
S. A. Barker, Box 1231 Financier

203. GARFIELD; Garrett, Ind.
Meets every Friday at 7 P. M.
T. H. Mowry, Box 287 Master
J. H. Reneman, Box 351 Secretary
H. Bradford, Box 116 Financier

204. MONTEZUMA; Las Vegas, New Mexico.
Meets every Thursday at 7:30 P. M.
W. H. Barber, Box 45 Master
A. J. Armagost, Box 492 Secretary
A. W. Schuster, Box 45 Financier

205. FLOWER OF THE WEST; Topeka, Kansas.
Meets 2d and 4th Sundays.
G. Atherton, 44 So. Klein St Master
H. A. Seelinger, 146 Jefferson St Secretary
F. A. Raudlett, 79 Jefferson St. Financier

206. BLACK DIAMOND; Conneaut, Ohio.
Meets 1st and 3d Wednesdays at 7 P. M.
G. M. Jones Master
H. Byron Secretary
O. E. Work Financier

207. LOYAL; Meadville, Pa.
Meets 2d and 4th Wednesdays.
T. S. Taylor Master
J. McKee Secretary
A. Heckman Financier

208. KEYSTONE; Susquehanna, Pa.
Meets alternate Tuesdays and Saturdays.
J. J. Lannan, Box 131 Master
J. P. McDonald Secretary
C. Anderson, Box 337 Financier

209. SARATOGA; Whitehall, N. Y.
Meets alternate Sundays.
T. Dorcal Master
J. McCarty Secretary
W. R. Combs Financier

210. 18-K; Schenectady, N. Y.
Meets 1st and 3d Mondays at 7:30 P. M.
J. E. VanVranken, Box 497 Master
T. Smith, Box 497 Secretary
G. T. Polmateer, 71 Park Place Financier

211. ONOKO; South Easton, Pa.
Meets 1st and 3d Sundays at 2 P. M.
D. W. Henry, Wilkesbarre St Master
S. F. Milhelm, 436 Center St Secretary
C. Long, Berwick St. Financier

- 212. EMPIRE; Watertown, N. Y.**
Meets 2d Monday and 3d Sunday at 2 P. M., in Good Templar's Hall, Public Square.
H. E. Baker, 104 Arsenal St. Master
J. E. Exner, 28 Meadow St. Secretary
T. H. Lynch, 33 Meadow St. Financier
- 213. WEST SHORE; Frankfort, N. Y.**
Meet in Joslin Block every Tuesday at 7:30 P. M.
W. F. Wright Master
K. G. Gifford Secretary
M. E. Stafford Financier
- 214. ORIOLE; Baltimore, Md.**
Meets 2d and 4th Sundays at 2 P. M.
C. S. Bowen, 261 N. Caroline St. Master
L. G. West, 97 N. Bond St. Secretary
J. W. D. Bowen, 97 N. Bond St. Financier
- 215. EAST ALBANY; East Albany, N. Y.**
Meets 1st and 3d Sundays.
A. L. Babcock Master
N. M. Burch, 457 Broadway Secretary
F. P. Brooksby, 59 Washington St., Greenbush, N. Y. Financier
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sundays at 2:30 P. M., at 120 Main street.
W. E. Taylor, 20 South St. Master
F. S. Moore, 115 Myrtle St. Secretary
W. H. Swinerton, 41 Winter St. Financier
- 217. DEBRICK; Oil City, Pa.**
Meets 2d Tuesday and 4th Wednesday.
J. A. Kennedy, Box 137 Master
J. Jefferson, Box 520 Secretary
F. Sleeper, Box 94 Financier
- 218. TWO RIVERS; Pittsburgh, Pa.**
Meet 2d and 4th Sundays at 2 P. M. at 1024th Ave.
A. T. Richey, 319 Carson St., S. Side Master
W. B. Davis, Wyoming St., 32d Ward Secretary
E. McHugh, Bertha St., 32d Ward Financier
- 219. SMOKY CITY; Allegheny, Pa.**
Meet every Monday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
R. Beeson, 136 Bidwell St. Master
H. B. Shafter, 222 Junat St. Secretary
E. D. Cawley, 225 Washington Ave Financier
- 220. PROVIDENT; Sunbury, Pa.**
Meets 1st and 3d Sundays at 1 P. M.
J. E. Bowen Master
L. Campbell Secretary
C. C. Bowen, 1123 Wallace St., Harrisburg, Pa. Financier
- 221. HURON; Point Edward, Ontario.**
Meets 2d and 4th Tuesdays at 8 P. M.
S. Allward, Box 69 Master
H. J. Carruthers, Box 87 Secretary
C. Wilkie Financier
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. W. Gardner Master
A. J. Fairburn Secretary
M. McVicker Financier
- 223. ASHLAND; Lexington, Ky.**
Meet in I. O. O. F. Hall 1st and 3d Thursdays at 7:30 P. M.
J. V. Hanna, C. & O. Shops Master
G. F. Little, C. & O. Shops Secretary
J. V. Hanna Financier
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets 2d and 4th Sundays.
F. Marvin Master
A. Vogel, Box 367 Secretary
A. Vogel, Box 367 Financier
- 225. SUPERIOR; Fort William, Ontario.**
Meets 1st Monday at 8 P. M. and 2d Tuesday at 3 P. M.
G. E. Glassford, Neebring, Ont Master
H. Poole, Neebring, Ont Secretary
B. Wheatly Financier
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Sundays at 1:30 P. M., Cor. Collin and Hardy streets.
R. Gowanlock, L. Box 100 Master
W. M. Nicol, L. Box 230 Secretary
W. M. Nicol, L. Box 230 Financier
- 227. MAGNET; Binghamton, N. Y.**
Meets 1st and 3d Saturdays.
F. W. Parsons Master
W. W. Stonier, 69 Eldridge St. Secretary
J. W. Millett, 101 Eldridge St. Financier
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
E. Wint, 1533 Myer St. Master
E. Tewksbury, Fairview Ave Secretary
J. O. Bayley, 1803 Sanderson ave Financier
- 229. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
J. J. Quirk, 158 Catharine St. Master
F. E. Beach, 262 Blecker St. Secretary
R. E. Jacobs, 139 Elizabeth St. Financier
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays at 7:30 P. M. at 206 Washington Ave.
G. W. Gilkerson, 38 Knox St. Master
J. J. Gill, 180 N. Pearl St. Secretary
G. M. Jeffers, 36 Ontario St. Financier
- 231. DELAWARE; Wilmington, Delaware.**
Meet 1st and 3d Sundays at 2 P. M. at 504 Market St.
E. Nugent, 905 Elm St. Master
J. B. Cash, 400½ Poplar St. Secretary
W. Lytle, 1009 Lombard St. Financier
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays at 1 P. M. and 3d Friday at 7 P. M.
E. Wood, L. Box 1431 Master
A. E. Briggs, L. Box 1431 Secretary
E. G. Reynolds, Box 1117 Financier
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
A. Z. Matthews Master
E. Hayward Secretary
R. H. Coggan Financier
- 234. NORTH BAY; North Bay, Ontario.**
Meets every Sunday at 2:30 P. M.
J. R. Graham Master
O. Lassman Secretary
J. Fallon Financier
- 235. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
R. H. Scott, 131 46th St., Master
J. B. Burney, 9 Mayflower St., East Pittsburgh, Pa. Secretary
J. W. Moyer, 323 Penn Ave Financier
- 236. HINTON; Hinton, West Virginia.**
Meets 2d and 4th Saturdays at 7:30 P. M.
F. D. Teter, Box 156 Master
J. H. Tilford Secretary
J. K. Nutty Financier
- 237. CENTRAL PARK; Central Park, Ill.**
Meets 1st and 3d Sundays at 10 A. M. and last Wednesday at 7 P. M.
D. J. Fane Master
G. L. Gerew, Secretary
T. Chew Financier
- 238. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
J. H. Brewer Master
H. B. Drullard Secretary
H. C. Kehlman Financier
- 239. BUCKEYE; Delaware, Ohio.**
Meets every Sunday at 10 A. M.
A. L. Welser Master
A. R. Edington, Box 534 Secretary
J. D. Edington, Box 534 Financier
- 240. GILBERT; Jackson, Mich.**
Meets every alternate Sunday at 2 P. M.
G. Hastings, 115 Orange St Master
J. Bentley Secretary
S. Verberg, 113 East Ave Financier
- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meet in Liberty Hall 2d and 4th Sundays at 1:30 P. M.
J. McCall, Box 300 Master
A. Krapf, Box 300 Secretary
P. C. Hagerty, Box 300 Financier

- 242. WHEATON; Elmira, N. Y.**
Meet at Ry. Y. M. C. A. Building 1st and 3d Sundays at 2 P. M.
W. T. Delaney, 418 Powell St. Master
E. Denio, 223 Franklin St. Secretary
J. H. Bartholomew, 108 Ferris St. Financier
- 243. J. M. SELBY; Bonham, Texas**
Meet in Odd Fellows' Hall every Sunday at 7 P. M.
J. L. Caudle Master
W. F. Rowe Secretary
E. H. Christman, Box 362 Texarkana, Ark. Financier
- 244. T. P. O'ROURKE; Chicago, Ill.**
Meet at 460 South Union St. 1st Tuesday at 8 P. M. and 3d Sunday at 2:30 P. M.
P. C. Winn, 142 W. 12th St. Master
E. Atkins, 180 Maxwell St. Secretary
N. E. Nare, 19 O'Brien St. Financier
- 245. GEORGIA; Savannah, Ga.**
Meet Cor. Whittaker and Broughton Sts. every Thursday at 7:30 P. M.
F. Goolsby, 212½ Harris st. Master
A. Hutton, 117½ Barnard st. Secretary
S. Boineau, 60 W. Broad St. Financier
- 246. MACON; Macon, Ga.**
Meets every Monday at 8 P. M.
N. S. Outler, South Macon Master
W. M. Walker, 3 Arch St. Secretary
A. J. Vining, 353 Fourth St. Financier
- 247. KENNESAW; Atlanta, Ga.**
Meets 2d and 4th Sundays.
J. H. Achey, 9 Jones St. Master
C. Bellows, E. T. V. & G. R. R. Shops. Secretary
A. B. Barker, E. T. V. & G. R. R. Shops. Financier
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at G. A. R. hall
J. Brown Master
E. N. Packard Secretary
C. E. Hollis, Box 287 Financier
- 249. CALUMET; Stony Island, Ill.**
Meets every Sunday at 7:30 P. M.
S. T. Hooper, South Chicago, Ill. Master
O. J. Austin, South Chicago, Ill. Secretary
L. McKee, Judd, Cook County, Ill. Financier
- 250. GOLDEN LINK; Wilkes Barre, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
C. Van Why, Ashley, Pa. Master
Z. B. Stevens, Ashley, Pa. Secretary
E. W. Cole, Ashley, Pa. Financier
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets 1st and 2d Sundays at 2 P. M. at Oak Hall, Broad street.
Asa Gruver, Box 176 Master
H. B. Fulton, Box 155 Secretary
C. Roberts, Box 275 Financier
- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
L. Mellinger Master
W. A. Glosner Secretary
M. M. Hinkle Financier
- 253. TRENTON; Trenton, N. J.**
Meet 2d E. State St. 1st and 3d Sundays at 2 P. M.
M. H. Johnson, 32 Berline ave Master
R. Stackhouse 172 Jefferson St. Secretary
F. P. Parsons, 349 Berry St. Financier
- 254. CLINAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
W. A. Lenhart, Box 45 Master
I. C. Perrin, Box 206 Secretary
Fred Hollingsworth, Box 289 Financier
- 255. NEIGHBOR; McCook, Neb.**
Meets every Sunday.
C. G. Potter, Box 464 Master
F. S. Reid, L. Box 464 Secretary
V. T. Thoman, Box 462 Financier
- 256. HIGH LINK; Como, Colo.**
Meet at McFarlan Hall every Thursday at 7:30 P. M.
D. Tompkins Master
George Long Secretary
W. S. Weamer, Box 105 Financier
- 257. KIT CARSON; Baton, New Mexico.**
Meets every Sunday at 2 P. M.
C. Miller, Box 56 Master
T. Gattfield, Box 25 Secretary
J. W. Crouse Financier
- 258. RENO; Nickerson, Kansas.**
Meet in I. O. O. F. Hall every Sunday at 2 P. M.
W. H. Ramsey, Box 147 Master
G. H. Arnold Secretary
M. Norton, Box 264 Financier
- 259. LA JUNTA; La Junta, Colo.**
Meets every Wednesday at 7:30 P. M.
E. Turk Master
F. Schmidt Secretary
F. Bradbury, Box 51 Financier
- 260. CALIFORNIA; Sacramento, Cal.**
Meet every Thursday at 7 P. M. in Red Men's Hall, Masonic building, 6th and K Sts.
F. Witham, C. P. Round House Master
G. E. Hamford Secretary
C. W. Cox, 1517 N st Financier
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets 1st and 3d Sundays and 2d and 4th Tuesdays
E. Lyons, Box 110 Master
J. W. Murray, Box 85 Secretary
E. C. Comstock, Box 41 Financier
- 262. QUEEN CITY, West Toronto Junct., Ont.**
Meets alternate Sundays.
J. M. Roddick Master
W. Hyndman Secretary
F. A. Sproule Financier
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at 2 P. M.
I. P. Greene, Box 10 Master
A. E. Hayden, Box 10 Secretary
M. Moynahan, Box 10 Financier
- 264. J. K. GILBREATH, Butte City, Montana.**
Meet in Cobban Hall every Thursday at 8 P. M.
T. Mahee, Box 832 Master
J. S. Sweeney, Box 832 Secretary
M. W. Fitzgerald, Box 832 Financier
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meet at 73 Canal St. 1st and 3d Sundays at 2:30 P. M. and last Wednesday at 7:30 P. M.
H. Norris, 59 River St. Master
J. Beesey, 525 S. Division St. Secretary
J. Kitzelman, 5 Olive St. Financier
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meet in B. of L. F. Hall alternate Sundays and Wednesdays.
G. P. O'Connell Master
J. Conway Secretary
A. Krienke Financier
- 267. ENDEAVOR; Algiers, La.**
Meets every Monday at 2 P. M. at Castle Hall, Front street.
G. H. Evans, Gretna, La. Master
H. H. Hardey, Gretna, La. Secretary
W. B. McGuire, 66 Oliver St. Financier
- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
A. C. Jeffrey, 118 Boyce St. Master
C. H. Blakeslee, 217 Tenth St. Secretary
T. O'Leary, 118 Boyce St. Financier
- 269. O. K.; Cincinnati, Ohio.**
Meet N. W. 8th and Freeman Sts. 1st and 3d Sundays.
F. O. Miller, 27 Hathaway St. Master
F. Hackathorn, 67 E. 13th St., Covington, Kentucky Secretary
C. W. Moore, 219 Freeman Ave Financier
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday at 2 P. M. and 3d Saturday at 7:30 P. M.
J. D. Sharrap, 1901 Third St. S Master
S. B. Thompson, 2216 Cedar Ave. S Secretary
C. Kraft, 2116 29 St. S Financier
- 271. BYRAM; Stanhope, N. J.**
Meet in Clark Hall 1st and 3d Saturdays at 7:45 P. M.
Wm. Weiler, Box 25, Port Morris, N. J. Master
R. F. Trezise, Box 30 Port Morris, Secretary
Isaac J. Shields, Stanhope, N. J. Financier

- 272. WILSON; Junction, N. J.**
Meets 1st and 3d Sundays at 1 P. M.
A. Kirkendall Master
G. B. Weller Secretary
Peter Young Financier
- 273. DENVER; Denver, Colo.**
Meet at 430 Santa Fe St.
F. F. Desmond, 268 Santa Fe St. Master
G. Wilson, 368 So. 9th St. Secretary
G. Smith, 208 Thirteenth St. Financier
- 274. JACKSON; Clifton Forge, Va.**
Meets every Sunday at 10 A. M.
J. C. Clark Master
B. H. Thomas Secretary
G. W. Earman Financier
- 275. LEE; Richmond, Va.**
Meets 1st and 3d Sundays at 1 P. M.
C. R. Dean, 2000 Venable St. Master
J. K. Anderson, 1008 Buchanan St. Secretary
C. L. Johnson, 1009 Buchanan St. Financier
- 276. GRAFTON; Grafton, W. Va.**
Meet in Odd Fellows' Hall every Sunday at 2 P. M.
G. Wright Master
Geo. W. Williams, Piedmont W. Va. Secretary
A. I. Enoch, Grafton W. Va. Financier
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
R. L. Jewell, L. & N. shops Master
G. B. Clark, L. & N. shops Secretary
L. S. Smith, L. & N. shops Financier
- 278. ANDERSON; Vicksburg, Miss.**
Meets every Sunday at 7:30 P. M.
H. E. Parks Master
L. W. Christmas, Box 482 Secretary
C. Bradford, L. box 482 Financier
- 279. METEOR; McComb City, Miss.**
Meets 1st and 3d Sundays at 2 P. M.
C. S. Fisk, Box 87 Master
I. H. Martin, Box 87 Secretary
R. E. Davidson, Box 87 Financier
- 280. OZARK; Thayer, Mo.**
Meets every Saturday evening.
H. McFee Master
H. P. Colvin Secretary
G. Bennett Financier
- 281. TUNNEL HILL; New Albany, Ind.**
Meet in Heddin's Hall 1st and 3d Sundays at 2 P. M.
T. D. Fisher Master
F. A. Stephens Secretary
John Clare Financier
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meet on Main, between 3d and 4th Sts., every Sunday at 2 P. M.
Bert Launt Master
J. Sanders Secretary
Frank T. Barton Financier
- 283. LACKAWANNA; Great Bend, Pa.**
Meets 1st and 3d Saturdays at 8 P. M.
F. J. May, Great Bend Village Master
J. F. McCormick, Great Bend Village Secretary
H. P. Trowbridge, Halstead Pa. Financier
- 284. ELM CITY; New Haven, Conn.**
Meets 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M.
J. McCabe, 65 Spring St. Master
E. S. Ailing, 160 Spring St. Secretary
C. T. Downs, 160 Spring St. Financier
- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays at 7 P. M.
W. W. Hosford, 15 Elm St. Master
W. F. Day, 119 Ann St. Secretary
H. L. Stearns, 115 Trumble St. Financier
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meet at 119 N. Jefferson St. 2d and 4th Sundays at 1:30 P. M.
D. Patterson, 722 N. Third St. Master
H. Meyer, L. Box 554 Secretary
C. L. Sterling, 701 N. Jefferson St. Financier
- 287. ALTOONA; Altoona, Pa.**
Meet Cor. 8th Ave. and 8th St. every Sunday at 1 P. M.
W. W. Brantlinger, 1318 10th Ave. Master
C. W. Armstrong, 431 8th Ave and 5th St. Secretary
F. A. Davis, 1803 Union Ave. Financier
- 288. EMMET; Estherville, Iowa.**
Meet in Masonic Hall 1st Sunday at 2 P. M. and 3d Monday at 7 P. M.
W. S. Davis, L. Box 17 Master
P. J. Sullivan, Box 48 Secretary
G. Godden, Box 124 Financier
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets every Friday evening.
J. W. Allwine, L. Box 135 Master
G. Morgan, Box 575 Secretary
J. F. Shannon Financier
- 290. MARION; Hannibal, Mo.**
Meets 2d and 4th Sundays at Constellation Hall.
J. T. Hart, 412 Washington St. Master
G. Coffman Secretary
J. C. Shaw Financier
- 291. ATLANTIC; Brooklyn, N. Y.**
Meet in Schielleim Hall, Atlantic and Vermont Aves., 2d and 4th Saturdays at 8 P. M.
J. R. Johnston, 36 N. Oxford St. Master
H. N. Martin, Jamaica, L. I. Secretary
W. C. Latimer, 118 Hall St. Financier
- 292. MONUMENTAL; Baltimore, Md.**
Meets every Friday at 7:30 P. M. in Armstrong & Denny's Hall, Cor. Light and Montgomery Sts.
W. H. Zepp, 140 Ridgely St. Master
S. E. Labarrere, 70 St. Peter St. Secretary
J. S. Norris, 642 S. Charles St. Financier
- 293. LAFAYETTE; Philadelphia, Pa.**
Meet Cor. Frankfort Road and Sargent St. 2d and 4th Sundays at 1 P. M.
J. Lahey, 2627 Freemont St. Master
W. J. Sharkey, 2008 Somerset St. Secretary
E. Farley, 2658 Memphis St. Financier
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M.
B. Hagar Master
J. D. Terrill Secretary
H. R. McLaughlin Financier
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
E. W. Mason, Room 6, Davis Block Master
M. L. Mitchell, 320 Rock Island St. Secretary
W. T. Emerson, 221 Harrison St. Financier
- 296. ATLANT; Knoxville, Tenn.**
Meets every Sunday evening, corner Gray and Clinch streets.
J. R. Crittenden, 118 W. Depot St. Master
R. A. Manning, 138 Broad St. Secretary
W. C. Wheeler, 73 E. Park St. Financier
- 297. CLARK; Jeffersonville, Ind.**
C. E. Buehler Master
W. F. Leonard Secretary
Al B. Chambers Financier
- 298. GLENCOE; St. Louis, Mo.**
Meets every Sunday at 7 P. M., Corner Market St. and Ewing Ave.
H. C. Wheat, 3117 Rutger St. Master
J. W. Reynolds, 2124 Gratiot St. Secretary
C. Brantner, 2834 Bernard St. Financier
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
M. Prescott Master
C. H. Riggs Secretary
E. Mathews Financier
- 300. HARBOR CITY; Michigan City, Ind.**
Meet 1st Mondays at 7 P. M. and 3d Sundays at 2 P. M.
C. P. Read Master
A. S. Hewitt, Box 834 Secretary
W. H. Henry, Box 49 Financier
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 2 P. M. and 3d Thursday at 7 P. M. in Engineer's Hall.
S. J. Norris Master
N. E. Aldrich Secretary
N. W. Weeks Financier

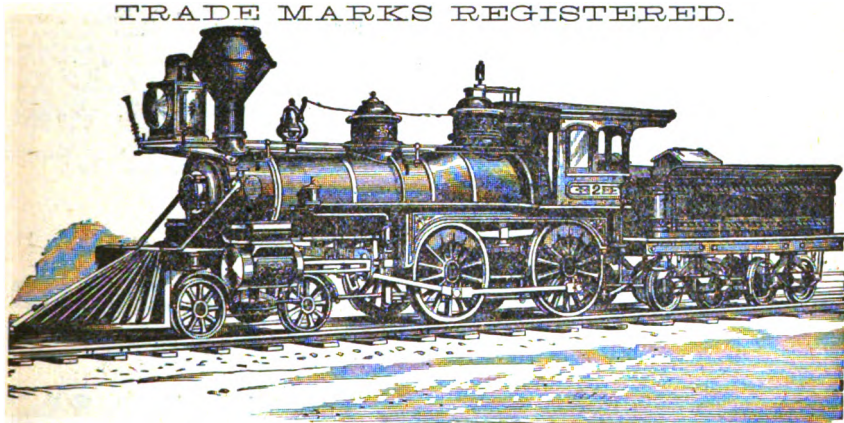
SMOKE THE
"ECCENTRIC" CIGAR,

The Finest 10c Cigar in the Market.

OR SMOKE
"THE VALVE" CIGAR,

The Best 5c Cigar you can get.

TRADE MARKS REGISTERED.



To the Brotherhood of Locomotive Firemen:

GENTLEMEN—On the 31st day of December, 1885, I signed a contract with your Grand Master and Grand Secretary and Treasurer, to pay into your Treasury for five years a *royalty* of one dollar on every thousand cigars of the above brands that I sell. If *every member* who smokes will assist by smoking these cigars, asking for them continually in stores that do *not* keep them, and asking his friends to try them, the royalty paid into your treasury, will, one year hence, undoubtedly amount to two or three thousand dollars *per month*! Retail Dealers should order from the Wholesale Dealers and if they refuse to get the cigars I will ship direct to the Retailer. No cigars genuine unless each box lid has a *fac simile* of my signature as below. Any further information will be cheerfully given.

Respectfully,

F. D. Thompson

P. O. Box 45, Covington, Ky.

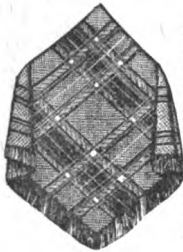
Manufacturer.

The above statement is correct. Ask your dealers to keep the cigars.

EUGENE V. DEBS,
 Grand Secretary and Treasurer.

F. P. SARGENT,
 Grand Master.

QUERY: If *each member* of the B. of L. F. should smoke *two* of these cigars *daily*, how much would the royalty amount to in one *month*?

PLAID SHAWL GIVEN AWAY!

Through the failure of a large manufacturer of Cashmere Shawls, there has come into our hands a large consignment of Plaid Shawls, perfect goods, which we propose to present to the ladies in the following manner: Send us 25 cents for 3 mos. subscription to **Farm and Household**, a large 52 page illustrated paper, devoted to Farm and Household topics, Stories and general miscellany, and we will send you one of these beautiful shawls **FREE** by mail postpaid, or we will send 5 shawls and 5 subscriptions to one address for \$1.00. Satisfaction guaranteed or money refunded. Address **FARM AND HOUSEHOLD, Hartford, Conn.**

**GOOD NEWS TO LADIES!**

Greatest inducements ever offered. Now's your time to get up orders for our celebrated **Teas and Coffees**, and secure a beautiful Gold-Band or Moss Rose China Tea Set, or Handsome Decorated Gold Band Moss Dinner Set, or Gold Band Moss Decorated Toilet Set. For full particulars address **THE GREAT AMERICAN TEA CO., P. O. Box 289, 31 and 33 Vesey St., New York.**

PILES. Instant relief, Final cure in 10 days, and never returns. No purge, no salve, no suppository. Sufferers will learn of a simple remedy Free, by addressing **C. J. MASON, 78 Nassau St., New York.**

SCIENTIFIC AMERICAN
ESTABLISHED 1846

The most popular **Weekly** newspaper devoted to science, mechanics, engineering discoveries, inventions and patents ever published. Every number illustrated with splendid engravings. This publication furnishes a most valuable encyclopedia of information which no person should be without. The popularity of the **SCIENTIFIC AMERICAN** is such that its circulation nearly equals that of all other papers of its class combined. Price, \$3.20 a year. Discount to Clubs. Sold by all newsdealers. **MUNN & CO., Publishers, No. 361 Broadway, N. Y.**

PATENTS. Munn & Co. have also had **Thirty-Eight years'** practice before the Patent Office and have prepared more than **One Hundred Thousand** applications for patents in the United States and foreign countries. Caveats, Trade-Marks, Copy-rights, Assignments, and all other papers for securing to inventors their rights in the United States, Canada, England, France, Germany and other foreign countries, prepared at short notice and on reasonable terms. Information as to obtaining patents cheerfully given without charge. Hand-books of information sent free. Patents obtained through Munn & Co. are noticed in the **Scientific American** free. The advantage of such notice is well understood by all persons who wish to dispose of their patents. Address **MUNN & CO., Office SCIENTIFIC AMERICAN, 361 Broadway, New York**

Railroad Men's Best Friend

FOR A GOOD TIME-KEEPING DURABLE WATCH BUY

**TOWNSEND'S
Special Railroad Watch.**

He also keeps in stock all grades of American Watches, and retails them at wholesale prices. Write for price list. You can save 15 to 33 per cent. Agents wanted. A complete stock of Jewelry, Clocks, &c., samples of his own designs. B. L. F. Charms and Pins sent on selection. Fine repairing and manufacturing at lowest prices. He sells more Railroad Watches than any house in Chicago. Reference, First National Bank.

His **Five RAILWAY Movements** are unsurpassed for durable and reliable time-keepers. **Railway, \$45.00; Anti-Magnetic, \$35.00; Excelsior, \$30.00; Superior, \$28.00, and Rockford-Townsend Watch, \$22.**

Send for Price List before purchasing elsewhere.

Townsend's new **Anti-Magnetic Movement**, suitable for Operators and Electricians.

Send for sample card of his own special **B. of L. F. Pins, Charms, Badges and Ladies' B. of L. F. Ear-rings**, now all the style.

We endorse Mr. J. S. Townsend, as being an honorable and fair-dealing gentleman.

**W. E. BURNS,
J. J. HANNAHAN.**

Address all communications direct to

J. S. TOWNSEND,

Wholesale and Retail Watchmaker, 1554 Wabash Ave., Chicago, Ill.



VOL. X.

MARCH, 1886.

No. 3.

**LOCOMOTIVE ENGINEERS AND
FIREMEN OF NEW YORK CITY
vs. THE ELEVATED RAIL-
WAY MANAGEMENT.**

All things considered, the recent triumph of the Locomotive Engineers and Locomotive Firemen over the management of the New York City Elevated Railways is replete with encouragement to organized labor. In writing of the difficulty, it is manifestly prudent to state succinctly its origin, with such allusions to the parties concerned as will enable our readers to have a clear idea of the whole matter. And just here, we desire to say that while many of the facts found their way into print, we are indebted to our esteemed friend and brother, Geo. Ford, Master of Lodge 149, B. of L. F., for a comprehensive review of the subject, which will enable us to do justice to all concerned.

First, who were the parties in the contest? On the one hand, Locomotive Engineers and Locomotive Firemen, and it would be a task to imagine a difficulty of either of these classes of enginemen with their employers without the other being more or less vitally affected, and this fact was brought into the boldest possible prominence in the adjustment of their grievances with the New York Ele-

vated Railway management. That management is known to be immensely rich, powerful and influential, while it goes without saying that locomotive enginemen are not millionaires. The railway management, in resisting the demands of the engineers, assumed that many of the engineers and firemen would stand by the road, and to test the matter issued the following circular:

NEW YORK, January 5. }
OFFICE OF THE GENERAL MANAGER. }
To All Engineers and Firemen:

Inasmuch as a number of the Engineers and Firemen employed by this Company have expressed dissatisfaction with the prescribed hours of labor, the time has arrived when the interests of the Company demand that it should know at once who are for or against it, and to this end Engineers and Firemen must immediately sign their names to this paper, thereby asserting their fealty to the corporation from which they derive the means to support themselves and their families.

By order of the Board of Directors,
F. K. HAIN,
General Manager.

Our readers will not fail to detect in the foregoing pronouncement, the *crack* and *snap* of the old-time whip in the autocratic reference to the "*fealty to the corporation*," the Pharaoh storehouse from which engineers and firemen derived means of support. But, be it said to the everlasting honor

of Engineers and Firemen, they did not sign the paper. Like the Hebrew children of Scripture fame, they would not fall down and worship the "corporation." Such circulars have lost their power, they no longer intimidate wage men. A new era has dawned. There is a new dispensation.

We deem it prudent in this connection to give the full text of the grievances as submitted to the Board of Directors of the Manhattan Elevated Railway Company, any abbreviation of the historical document would prove unsatisfactory. When the right or the wrong triumphs, Truth should state the case to the world.

BROTHERHOOD OF LOCOMOTIVE ENGINEERS, }
 NEW YORK CITY DIVISION No. 105,
 NEW YORK, December 29, 1885. }

To the Board of Directors and Officers of the
M. E. R. R.:

We, the engineers in the employ of said Company, present the following grievances to your honorable body for your early consideration and approval, trusting you may approve the same as beneficial to the interests of all concerned.

First. That nine hours or less constitute a day's work on all lines of said Company. All over nine hours to be paid for *pro rata* for each and every hour or fractional part thereof.

Second. That the wages of Engineers and Firemen be the same as the contract between officers and employes in the year 1880, as follows: All Engineers having run an engine one year for this Company to receive \$3.50 per day. 2d. All old Engineers hired by the Company to receive \$3.25 per day for the first six months, and \$3.50 per day thereafter. 3d. All Engineers promoted by this Company from Firemen, to receive \$3.00 per day for first six months, \$3.25 per day for the ensuing six months, and after having run an engine for one year, to receive first-class pay, namely, \$3.50 per day, 365 days running an engine to make one year.

Third. The wages of Firemen to be as follows: 1st. Men hired as new Firemen, or promoted to the position from other departments, never having fired before, to receive \$1.60 per day for the first six months, and \$1.75 per day for the following six months, and \$2.00 per day thereafter. 2d. Firemen hired from other roads to receive \$1.75 per day for six months, and \$2.00 per day thereafter.

Fourth. The time for enginemen to commence from the time they report on structure to ascertain where their engines are laid up.

Fifth. The oldest Engineman in the service of this Company, providing he is competent and worthy, to have preference of runs, providing there be a vacancy, and shall have the privilege to change runs with each other, when it is satisfactory to both parties concerned.

Sixth. Any engineman completing an unfinished day for another excused from duty, shall receive pay per hour for the same as per classification.

Seventh. All extra enginemen ordered to report for duty shall receive one half day's pay for the same, providing he is not held for duty more than four hours, and shall receive full day's time if sent out on the road, according to classification.

Eighth. That no engineman shall be discharged for serving on any committee, or be discharged or be suspended for any cause whatever without having a fair and impartial hearing, and if suspended shall receive full time and pay during such suspension, if exonerated from blame.

Ninth. That all Engineers and Firemen who have been displaced since the difference arose between the Company and Enginemen be reinstated to their former positions upon the road again, unless guilty of some misdemeanor.

Very respectfully,

W. W. THOMPSON, *Chairman.*

S. A. TOWERS,

H. C. DAVIS,

H. P. DRESSER,

S. A. GROVES,

D. C. SPRINGSTED,

JAMES CAVENAGH,

A. MCFARLAND,

JAMES D. OUTWATER,

Committee.

R. M. GALLOWAY, *Vice President.*

F. K. HAIN, *General Manager.*

It will be observed that in the grievances as set forth by the Engineers, the vital interests of Firemen were involved. There was an identity of interests which required a combined effort to secure the required concessions. In this instance the generalship was with the Locomotive Engineers, and how well they conducted the campaign is a matter of universal commendation with all Locomotive Firemen with whom we have conversed or held communication, and it affords us special satisfaction to say that our Brotherhood Firemen of New York City speak in the highest terms of the superior ability, tact and prudence of P. M. Arthur, Esq., who gave the matter, for several days, his undivided attention. And it furthermore gives us

great pleasure to be informed that Mr. Arthur appreciated the efforts of our brother Firemen to bring about a successful issue of the difficulty with a rich and powerful corporation, and referred to their valuable assistance in the highest terms of approval.

The incident supplies abundant proof, and presents in a light which cannot fail of carrying conviction to the minds of all reasonable men, that the two great Brotherhoods are necessary to each other, and that they ought always to feel a profound solicitude in each other's welfare.

We are by no means disinclined to admit the soft impeachment, that often, when contemplating the mutual perils of engineers and firemen on the rail, we are disposed to indulge in what is usually styled sentimental musings. There is nothing that brings men into such accord as peril. Danger dethrones *caste*. It levels like death. When death and destruction ride on the storm cloud, or tramp with the earthquake, prince and peasant stand together on the same level. And the engineer and fireman, plunging on in the dark, through cut and tunnel and gorge, around the curve, over the bridge spanning river and chasm, fate by inexorable decree grasps and holds them in their places, to live or die together. If fate wills their death, then by all the deities of mythology, no more beautiful picture was ever presented for the gaze of men or angels than to see the Brotherhoods gather up their mortal remains and lay them away to await the sound of the resurrection trump.

We paint no fancy sketch. Almost any day of the rolling years, we are required to chronicle such incidents, and thus, when in the City of New York, Engineers and Firemen had grievances, it was natural, it was right, it was in consonance with every manly instinct for the two great Brotherhoods to work together and to stand by each other. There was no sentiment of unkind rivalry. Only noble emulation to do that which was for the best for engineers and firemen whose interests

were in jeopardy, and to demand only that which, while it would improve the condition of employes would work no disadvantage to employer. Compromise first, and the resort to other methods only to secure the right.

The incident, the history of which we have recited, is destined to have a marked and lasting effect upon the two great Brotherhoods—Engineers and Firemen. We should do violence to our convictions were we to intimate a different conclusion.

Firemen are embryo engineers—serving an apprenticeship that they may be “worthy and well qualified”—a noble ambition, worthy of high commendation. Logically, what is good for the Engineer, must, in the very nature of the service, prove beneficial to the Fireman, and Firemen, as in New York City, by demonstrating their “fealty” to the Engineers, rather than to the corporation, exhibit themselves before the country as eminently capable of comprehending the right and as possessing the courage to stand by their interests. Our purpose in this article has been to afford our readers a fair insight into the New York difficulty, the reasons for it, and to state that the Elevated Railroad Corporation was persuaded that their employes were in the right and that it gracefully conceded all that was demanded, and that now business is progressing amicably and without the loss of that mutual respect which is a guarantee of success and prosperity.

WILLIAM H. VANDERBILT, before his death, gave one of his boys a million dollars. His grandfather gave him a million, and now the young man starts in business with \$2,000,000. If he attends strictly to business, waters his stock, sands his sugar, etc., he may manage to make a living. If he should fail, however, his father can set him up again. If a Locomotive Fireman could work 4,444 years, 300 days each year, at \$1.50 per day, he would be in a position to bet Mr. Vanderbilt \$2.50 that all men are born equal.

THE REASON WHY.

We assume that railroad officials and managers are profoundly interested in the subject of railroad accidents. We are not of that class of critics who attribute to railroad officials and employes less regard for the welfare of individuals, whether on or off of trains, than is accorded any other class of citizens. On the contrary, we are of the opinion that railroad officials are as humane and as sympathetic as any other class, and from the standpoint of fellow-feeling as deeply deplore railroad accidents which occasion death or disability. In addition to their kind-heartedness railroad officials have another and a powerful "incentive" to guard against railroad disasters, we refer to the pecuniary phase of the subject. Railroad disasters are always expensive, often prodigiously costly. The wrecking of engines and cars, to say nothing of the loss of life for which trials in court are instituted, foot up fearful sum totals of losses, for which there can be no immediate or remote compensation. They not only constitute losses in money, but they operate against the good name of the road, by which business is withdrawn and the earnings of the road thereby seriously impaired. This thing of railroad accidents naturally includes the preventable and the unpreventable. Just where the line of separation ought to be drawn is a problem not easily solved, nor is it our intention to discuss a question which presents so many nice points of controversy. Our purpose, at this writing, is to suggest some probable reasons why accidents do frequently occur. In the American Railroad Journal for November, 1885, we find an article on "The Philosophy of Accidents," in which the writer, referring to the Pennsylvania Railroad, where "the most approved signal systems are in use and the greatest care in the selection of its employes" is exercised, says: "Yet on the 18th of last month three trains were hurled upon each other and a number of lives were lost at a point on the road where extra provisions for safety had been adopted. And the

cause of this dreadful disaster was traced to the incomprehensible absent-mindedness of a reliable signal-operator." The writer furthermore says that this "signal operator was one of the most trustworthy men in the employ of the company and possessed as high a degree of reliability as could be expected to be attained by a human being," and yet, the writer says, this trustworthiness, this reliability "is the weak point," and adds that it is impossible for any man to prove infallible; for him to maintain, year in and year out, a mechanical precision coupled with reasoning action."

We have intimated that we are disposed to discuss only preventable accidents, among which are collisions of trains. The case of the accident on the Pennsylvania Railroad is in point. It was preventable, and hence the writer says: "It is well enough to punish this unfortunate man, and doubtless such punishment is a necessity as an incentive to care and watchfulness on the part of signal operators and other railway employes in whose keeping are the lives of the traveling public." If the accident in question was unpreventable, the signal operator ought not to be punished, and punishment can only be justified upon the hypothesis of culpability and to warn other signal operators to be more vigilant. There must of necessity be a reason for the accident which we have cited. What was it, in all probability? It is a fundamental question and involves the consideration of a probable wrong of astounding significance. The signal operator who has been required to bear the great burden of responsibility was competent and trustworthy. There could have been no willful, criminal neglect. What then? We assume that the man was *overworked*, that too many hours of toil were required of him to earn his wages, that the railroad company overlooked the question of human endurance, and as a result there was incapability for the tremendous responsibility imposed upon him, and here we arraign the entire railroad management of the country for neglecting proper in-

vestigation of human endurance, and this neglect, if the facts could be ascertained, would disclose the reason why of so many preventable railroad disasters. Little or no attention has been paid to the subject. Physical endurance is one thing, mental endurance is quite another and a far more important matter. The mind to be watchful and on the alert must not be overtaken. Engineers, firemen, brakemen, conductors, switchmen, train dispatchers and signal operators are, if trustworthy, more or less constantly subjected to mental strain as the result of responsibilities. To require them to work an improper number of hours has resulted in disasters in the past and will result in calamities in the future, and railroad officials cannot do themselves and the public a greater favor, a more desirable service than to investigate questions relating to the number of hours those of their employes ought to work who have the lives of passengers in their custody. No amount of fidelity to trusts, no capabilities, however exalted, can withstand the strain of overwork, and just in proportion as the employe is trustworthy just in that proportion will he feel the weight of his responsibilities and this increased strain upon his mental faculties. Rest, sleep, time for mental and physical recuperation are the essential desiderata, and without them *preventable* disasters on the rail will continue, and when men are punished whose bodies and minds are overtaken and disqualified thereby for their work, a crime is committed of shocking enormity.

To discuss the "Philosophy of Accidents" without taking into consideration the mental strain resulting from grave responsibilities is preposterous. The writer from whose article we have quoted, referring to men and machines in combination to prevent accidents, says:

"It became evident that there was little to choose between the intelligent, but rarely erring man, and the reasonless, but reliable machine; and the evolution of railway service finally brought to action the seeming perfect combination of the two. The mechanism was trusted to perform the unvarying, reliable portion of the service and the intel-

ligent man the reasoning portion. Greater precaution could not and never can be devised, and the Pennsylvania road was among the first to adopt this dual system. And yet the disaster of last month occurred in the face of such precautions, and its recurrence is not impossible. The mathematical chances of the mechanical and the reasoning elements of the system both failing at the same moment are infinitesimal, and consequently need not be considered as existing; but the accident in question was caused by the deliberate error of the operator—an error not of omission but of commission, and against such catastrophes there is absolutely no safeguard."

We do not hesitate to admit that the Pennsylvania Company had good machines and competent employes, but we assume that the machine in the case of the Pennsylvania Company, as with all other companies, occasion vastly more solicitude than the employe. If the machine is seen to be in the slightest degree out of order, a remedy is at once sought and applied. The engine must be in good order, or the engineer won't start. Every wheel is touched with a hammer, and if the ring indicates a crack or a flaw the car is switched off. The switches must work well, the lanterns must be trimmed, but who asks if the employe has been overworked? who asks if the mind is vigorous? who inquires how many hours rest the employe has had, or how many more hours he must be awake and on the alert before he can close his eyes and seek rest? No one, and often, too often, men in charge of trains ought to be in bed and asleep. There is not a train man in the country who does not know this to be absolutely true, and in this fact we have the reason why, at least one of the reasons why, preventable accidents so frequently occur. It does not matter in the least whether the accident was the result of an error of omission or commission, for when the mind is overtaken and disqualified for duty it is folly to attempt to classify the errors likely to follow. The mind simply refuses to act intelligently, everything is confused, forgetfulness takes the place of vigilance. The man on duty may be awake, but all his faculties are drowsy—poor tired nature protests and finally compels a surren-

der. Why is it that railway officials overtask their employes? Manifestly, that they may reduce expenses and increase dividends. But it is a mistake, a grave financial blunder, and the cost of preventable accidents, if it could be shown even approximately, would demonstrate the correctness of our theory. We shall in subsequent articles still further discuss this subject.

THE BEST POLICY.

The present, to use a common phrase, is a "fast age," in fact, very fast. The speed is tremendous, or adopting the idiom of sporting circles, the age is moving at a "thundering gait." In all this haste there is little of hurry, that is to say, confusion. There is study, investigation, method. Men think, act and decide quickly. Mistakes are made, but when books are posted and the great census exhibits are made, it is found that substantial and astonishing progress has been made. Consulting results, the conclusion is reached, that the best policy has been sought and found.

Naturally, the question arises, What is the best policy? Responding to such an interrogatory, we repeat the old maxim, "Honesty is the best policy." The bare statement arouses a spirit of inquiry all along the line. Those who listen will hear a fusilade of denials, that the old-time maxim has been throned and sceptered to bear sway in human affairs. We are told that honesty is the exception and dishonesty, chicanery, fraud and falsehood constitute the preponderating ingredients of the policy which influences public affairs.

It goes without saying that there exists a conflict of opinion in regard to the controlling policy of the times, in all affairs affecting the welfare of communities. To propound the question anywhere, "Is honesty the best policy?" would on the instant bring the propounder into offensive prominence. But if the form of interrogatory were changed, as for instance, "Is honesty the commanding and controlling feature of the policy adopted in carrying

forward public and private affairs?" the answer would be "No!" in tones of such volume that they would be heard to the remotest outposts of our civilization.

It will doubtless occur to the reader that it would be prudent at this juncture to define the term, "honesty." In a general way, people understand its meaning, but in a discussion of the subject, such as we have chosen at this writing, it may be well to be critical. The standard lexicographer, Noah Webster, will no doubt be accepted as sufficiently high authority to satisfy the most exacting. Mr. Webster defines honesty as "The quality or state of being honest." "Honest," according to the same high authority, is "(1) decent, honorable, suitable. (2) Fair, good, unimpeached. (3) Fair in dealing with others; free from trickishness and fraud; acting, and having the disposition to act, at all times according to justice or correct moral principles; upright, just. (4) Free from fraud; fair; just; equitable. (5) Frank; sincere; according to truth." With these definitions of "honest" and "honesty" there need be little difficulty in arriving at correct conclusions when the question is propounded, Does an honest policy prevail in conducting public and private affairs? It may be deemed essential to correct conclusions that the opposite of honesty, dishonesty, be as sharply defined. There may be those whose memory requires refreshing in regard to the true signification of "dishonest" and "dishonesty." Others, who would like to contemplate the width and the depth of the gulf which separates honesty from dishonesty. Mr. Webster defines "dishonesty" as "a want of honesty, probity, integrity in principle; faithlessness; a disposition to deceive or betray;" a "violation of trust, or of justice; fraud, treachery."

Having thus distinctly outlined the difference between honesty and dishonesty, those who are inclined to investigate, need not widely err in arriving at conclusions when seeking to determine the question, "Does an hon-

est policy control public and private affairs?"

Manifestly, the constitutions, the organic laws of the States, seeking to be in accord with the fundamental law of the Republic, are just and honest in their provisions; and since statutory law must be in harmony with that great charter of human rights, the inference is natural, that all laws are just; and since it is characteristic of all good citizens to be law-abiding, it would seem to be doing violence to the proprieties of discussion to assume that the prevailing policy in conducting public and private affairs is in violation of the laws of the land, and it will be generally held, if there are those who entertain such views, that they are under weighty obligations to furnish reasons for their conclusions.

We have already intimated that there are a vast multitude of people who entertain the opinion that dishonesty preponderates in conducting public and private affairs, and if we are to credit the public press of the times, these people do not hesitate to challenge debate upon the subject.

They enter the arena and invite the people to contemplate the proceedings of legislative bodies, from a municipal council to Congress. They produce the denunciations of the public press and ask "if the guiding, controlling policy is based upon honesty?" No affirmative response is heard—on the contrary charges of corruption multiply. True, it is asserted that such arraignments are the consequences of partisan rancor, which distorts and magnifies defects and asserts that errors of judgment and the mistakes incident to human fallibilities are the result of vicious inclinations and corrupt purposes. Such declarations go far to confirm the conclusion that honesty is not recognized as the best policy, and that dishonesty, like the fibrous roots of the cancer, has poisoned the body politic. The verdicts of parties, if accepted as authority, present a mass of corruption and demoralization which cannot be contemplated with composure. And, on the

other hand, if such verdicts are not true, if they are a result of a disregard of real conditions, and are made public that one party may triumph by means which it were complimentary to characterize as monstrously base, we are at a loss to see in what way the situation is improved, and those who contend that honesty does not distinguish the controlling policy in public affairs, will have their convictions strengthened rather than enfeebled.

We have referred to the press as the medium of public enlightenment. It is supposed to voice the sentiments of the people. It is at once censor and educator, and yet, on every hand, is heard the indictment that the press is not controlled by an honest policy. From one comes the accusation that it is venal, from another that it is cowardly. In one case its impeachment is based upon its treachery to the high trusts committed in a large measure to its keeping—and to make good the imputation, it is taken to task for its promptness in attacking the weak, and for its craven, vulgar sycophancy when the rich and influential merit its severest excoriations.

Those who contend that the policy by which public and private affairs are controlled is wanting in honesty do not hesitate to refer to the courts, to the general administration of the laws, by virtue of which crime in a majority of cases goes unpunished, or is subjected to penalties in a way that smacks of apology, and to such an extent is this mal-administration of the laws carried, that faith in law is weakened and a spirit of anarchy is abroad in the land.

Honesty being the best policy by universal consent, those who deplore its absence in conducting public and private affairs profess amazement that the great body of the people, who are known to be honest, do not whip the vicious into obscurity or exile and by a mighty effort enthrone honesty and rally to the support of its reign.

In presenting the views of those who do not believe that honesty controls public and private affairs, it must not

be overlooked that they arraign every description of private enterprise. The great corporations prey upon those of less capital, and compel them to disappear. The banks aid those who corner the food products of the soil and compel labor to want, in full view of fabulous abundance, and they charge that the mercenary spirit in private affairs prevails to such an alarming extent that it has corrupted the church, and that high salaries are as eagerly sought after by the sober priest at the altar as by bank presidents or by men in any of the other professions and callings of the times. Such people as we have referred to profess to be greatly depressed over the gloomy situation and outlook, and are of the opinion that the millenium is not near at hand. We are disposed to commiserate their disquieted predicament. They are not to be blamed for feeling dejected. There is much in the world fruitful of despondency. But it is nevertheless true, that in grand aggregate the good, the true, the honest, in public and in private affairs, predominates. The wheat and the tares do grow together, but there is more wheat than tares. There are dark spots on the shining disk of the sun, but old Sol, the grand central luminary, still warms the earth, and seed time and harvest come in their regular order. The human family was in a sad condition when Noah was building his ark, and when the flood descended there was but one family worth saving. Man has improved since then. Sin, in all of its deformed manifestations, has neither conquered nor exiled virtue. There are men who know the right, and dare maintain it. To expose vice is well, to practice virtue is better. Honesty is the best policy. Such is the verdict, and Jehovah is pledged that it shall not be revoked.

MICHIGAN proposes that railroad cars in that State shall be coupled by other means than by hand, or remain uncoupled. This thing of killing men while coupling cars is no longer to disgrace that State.

THOMPSON, OF THE B. & M.

We write of Mr. D. E. Thompson, Assistant Superintendent of the B. & M., the Burlington & Missouri River Railroad, extending from Omaha to Denver, a distance of about 550 miles. We write of this Mr. Thompson because we notice in the Railroad Reporter, published at Council Bluffs, the following:

"About twenty B. & M. brakemen at Lincoln, Neb., were thrown out of employment last week simply because they were preparing to organize a division of the Brotherhood. It is quite evident that Superintendent Thompson at that point is constructing a side track for himself."

We immediately investigated the matter and found the report to be absolutely true.

Mr. Thompson has his headquarters at Lincoln, Nebraska. We have now located the gentleman and have stated the case in a way that our readers can understand why we write of Mr. Thompson. To comprehend fully the astounding meanness of Superintendent Thompson some knowledge of the Brotherhood of Railroad Brakemen is required. It should be understood that railroad brakemen, as a class, are hard worked and lightly paid. Their calling is perilous and responsible. There are probably 100,000 railroad brakemen in the United States and Canada. They are indispensable to the railroad enterprises of the country. They have to bear the usual responsibilities of American citizens. They are husbands and fathers. Thousands of them have mothers and sisters dependent upon them for support. Comprehending the situation, knowing the perils that confront them on the rail, these men, with prudent forethought, seek by fraternal association to better their condition morally, socially and intellectually and to make some provision for those dear to them and dependent upon them, provided disability or death should befall them, and hence the Brotherhood of Railroad Brakemen. This statement, brief though it be, fairly presents the reason why the Brotherhood of Railroad Brakemen has been organized. These Broth-

erhood Brakemen, it should be said, in aspiring to improve their condition are doing a valuable service for the railroad enterprises of the country. To be thoughtful of their own welfare is to be considerate of the interests of their employers. It appears that about twenty of the brakemen in the employ of the B. & M. concluded to organize a Lodge of the Brotherhood of Railroad Brakemen at Lincoln, whereupon, Mr. Thompson, Superintendent, *threw them out of employment*. In this Mr. Thompson played the role of despot. He committed a grievous wrong. He outraged the rights of citizenship. He consigned honest, honorable, prudent men to idleness for doing that which every man in this country has an inalienable right to do. Honorable, fair-minded men cannot approve the course pursued by Mr. Thompson. The time has gone by for the exercise of such autocratic authority in the United States. We live in an era of enlightenment. Working men enjoy all the high prerogatives of citizens, and the owners and officers of the B. & M. should rebuke their superintendent for the great wrong he has committed. Fortunately the discarded brakemen did not yield, they did not cower, they did not yield a particle of their manhood. They went forward and organized their Lodge in defiance of the arrogant order of Mr. Thompson. For this they are deserving of universal applause. They were equal to the occasion, and they set an example of sturdy independence worthy of emulation. It will have a salutary effect, and ought to bring to their support every railroad employe in the country.

Has it come to this at last, and so early in the history of American liberty, that working men must crawl on their bellies in the dust, disrobe themselves of manhood and become the cringing slaves of a despotic Assistant Railroad Superintendent, that they may be permitted to earn a livelihood for themselves and their families? To that degradation, such men as Thompson, Superintendent of the B.

& M., would reduce them. Fortunately, this man Thompson does not represent the great body of Railroad Superintendents of the country—and in due time he will change his policy or step down and out. Every propriety of business demands that such counterfeit men shall not pass current in any of the business enterprises of the country, requiring the assistance of honest toilers.

We have been reliably informed that Mr. Thompson is opposed to all the various organizations of railway employes, that he is experimenting with the brakemen and if successful he proposes to "reach out" for the conductors, engineers and firemen. We have only to say, in behalf of the firemen, that we hold Mr. Thompson and his infamous policy of persecution in equal contempt. He is opposed to organizations of railway employes, for the simple reason that he would have his men destitute of intelligence and independence, that he can better keep them in servitude and subjugation. The days of such men as Thompson are ended. They have got to go to the rear, and men of dignity, honesty and liberality will take their places.

The supreme demand is that all railroad employes, who are members of fraternities representing the calling of engineers, firemen and conductors should make the cause of the brakemen on the B. & M. their own. They should tell Mr. Thompson that he must change his policy, or see his trains stand still on the track. We refrain from further criticism, at this writing. We simply put upon record our protest against the action of Mr. Thompson, and our high appreciation of the course pursued by the heroic men upon whom Mr. Thompson inflicted an outrage scarcely less than a crime, for being independent, self-reliant men.

ONE day in seven for rest is a requirement forever claiming the attention of those who are capable of appreciating the needs of mind and body.

NON-PAYMENT OF DUES.

It would be difficult to over-estimate the seriousness of the wrong committed by members of the Brotherhood of Locomotive Firemen who refuse to pay their dues to the Lodge. Without money the Brotherhood would cease to exist—the magnificent superstructure would become a wreck and disappear. The proposition is too self-evident to require argument, and if there are those who need argument to convince them that the Brotherhood cannot carry forward its enterprises without money, they thereby demonstrate their total unfitness for membership in the Order. The time has come for prompt action in expelling every member from the Order who is delinquent in the payment of his dues. The Brotherhood cannot afford to be burdened with such people. They are not true to their obligations, and, failing in this important matter, are totally unworthy of recognition and should be without delay expelled. To advise our readers to what extent this delinquency has prevailed we refer to the printed reports contained in the Magazine for the year ending December 31, 1885. Tabulated, the facts may be seen at a glance, and are as follows:

MONTHS.	Total No. Expelled.	For Non-Payment of Dues.	For other Causes.	No. Reinstated.
January	100	94	6	17
February	110	104	6	10
March	105	100	5	14
April	113	107	6	14
May	93	83	10	12
June	90	81	9	11
July	158	146	12	11
August	167	161	6	15
September	89	82	7	10
October	73	66	7	25
November	94	91	3	20
December	110	103	7	13
Total	1,302	1,218	84	166

Here we have the startling fact that in one year there were expelled from the Order 1,302 members for non-payment of dues; of these 166 were reinstated, leaving a remainder of 1,136 who never awakened to the realization of duty. We do not pretend to say how many there are now in the various Lodges who are delinquent, but the

number, whether large or small, the demand is for them to go. The weeding-out process must begin at once. One thousand men true to obligation, true to trusts, loyal to duty, are infinitely more to be desired than a thousand, or ten thousand, train loads of men who are faithless. In fact, the more a Brotherhood has of such characters the worse it is off. The subject invites to caustic comments, but our purpose is accomplished if it awakens a determination on the part of the Lodges to at once get rid of delinquent members. They are a burden, an annoyance and a disgrace to the Brotherhood. Set them adrift.

THREE HUNDRED LODGES AND SIXTEEN THOUSAND MEMBERS.

In contemplating the progress made by the Brotherhood of Locomotive Firemen of North America, the conclusion must be that its growth in membership has been extraordinary. There are Locomotive Firemen living who remember when the Brotherhood was born, who saw it in its infancy, were present when it was christened, but we doubt if any one of the god-fathers of the infant so much as dreamed that in the brief space of twelve years it would grow to Continental proportions, or that so soon three hundred Lodge-fires would bear testimony of unparalleled growth and influence.

We confess to exultant pride as we survey the field over which our beloved Brotherhood has marched from obscurity to its present eminence.

On the 9th of January last, at Michigan City Indiana, Harbor City Lodge No. 300 was organized, and now three hundred Lodges, with a membership of sixteen thousand firemen, proclaim a triumph of such sublime significance that controversy is hushed into silence.

We should be subjected to just animadversion were we to permit such facts to pass with a mere mention. There are epochs in the history of Brotherhoods as there are of nations, when it were something worse than a mistake not to chronicle the lessons

which they teach. What can be said of the men who laid the foundations of a superstructure which challenges the admiration of the country?

They do not belong to that class dominated *rich* and influential. They are not of the class who have fixed incomes and who are not required to toil for bread. They are not of the class who manipulate legislation that laws may be passed, that prosperity may be secured or adversity postponed or modified. What, then, may be said of the men who have built the Brotherhood of Locomotive Firemen to its present imposing proportions? They have been from the first wage-men, who, recognizing the imperativeness of conditions, determined to unite their abilities and their earnings to secure for themselves higher planes of usefulness as citizens, members of the body politic and social, and to provide for those dependent upon them in the event of death or disability.

And now with THREE HUNDRED Lodges and a membership of SIXTEEN THOUSAND, we have a right to boast of the capabilities of Locomotive Firemen to organize, build, perfect and perpetuate a Brotherhood which combines as many and as substantial elements of prosperity and permanence as distinguishes any other fraternal organization to be found on the Continent.

As we write of the success of our Brotherhood we permit our fancy to group around us sixteen thousand brother Firemen, and we behold near and far their citadel Lodges where they meet to discuss propositions and solve problems relating to the welfare of the Brotherhood. Contemplating the scene we confess to convictions, born of the courage which has distinguished the Brotherhood from the beginning, that the future of our noble fraternity will be more fruitful of victories than the past.

With three hundred Lodges and sixteen thousand members, the Brotherhood of Locomotive Firemen is invincible. From this time forward outward opposition will be easily overcome. Obstacles to progress can be removed, and still higher elevations can be

reached. The Brotherhood of Locomotive Firemen can work out for itself a grand renown for all time.

Considering Lodges and membership, we know what the Brotherhood has accomplished. We can call the roll and have the response, "here." But the grand array of Lodges and membership, tell only a part of the history of the Brotherhood and though it be that part which addresses the public eye and ear, it is not the best part of our history. Along the pathways the Brotherhood has marched to its present elevation, power and influence, scenes have been enacted which exalt human nature to kinship with angels, incidents which confirm the recent translation of the sacred text, that man was made "a little lower than God." The picture of sturdy men gathering up the remains of a brother, who at his post went down to death in the wreck, and bearing them away to christian sepulture, once seen lives forever in the memory, and this done, to see a mighty Brotherhood reaching forth its strong arms to lift the bereaved from out of the gloom of despair, and with open hands giving of their treasure, money to lighten the burdens of life, that food, raiment and shelter may still be vouchsafed, are acts of such heavenly beneficence that the verdict must be that men are co-workers with God himself to remedy the ills which sin has inflicted. If we have done these things in the past, with three hundred Lodges and sixteen thousand members, we shall do them far more abundantly in the future.

WE are glad to chronicle the fact that the Automatic Bell Ringer, patented by our esteemed friend, Allen Cook, Esq., M. M. of the Chicago and Eastern Illinois Railroad, is winning its way to success. The Bell Ringer is spoken of in the highest terms by those whose opinions carry conviction to all who know them. Mr. Cook is a Master Mechanic of the first order of ability, and we are satisfied that his patent is destined to secure continental acceptance.

UNITY OF ACTION AMONG LOCOMOTIVE ENGINEMEN.

The record of the Brotherhood of Locomotive Engineers is notable for its uniformly successful adjustment of labor disagreements. In almost every instance they have gained their point, and so quietly have they proceeded that before the public was aware of any difficulty the announcement came that an amicable adjustment had been effected. The reasons for their success may be easily assigned and are self-evident. In the first place they are quite sure they have a grievance before presenting one. They satisfy themselves that their demand is based upon equity and justice, and then they invite the co-operation of their Firemen, who are not slow to realize that protection for the throttle means to them protection for the future, and when thus equipped they quietly proceed to present their grievance, and how well this method has succeeded, it is only necessary to read the past twelve months' history of their Order. The engineers have always presented a solid, irresistible front, backed by firemen who have never been known to desert their posts in times of trouble, and hence the fact stands out too prominent to be ignored that success is certain when the engineer and fireman stand together side by side and shoulder to shoulder in every conflict involving their respective or their mutual rights. Without the support of their engineers, firemen can accomplish nothing, and the same can be said and with equal truth respecting the dependency of engineers upon their firemen. They have got to be united and act together, and hence it follows that the two Brotherhoods should cultivate friendship, harmony and a unity of purpose and action. Taking this view of the situation, all measures calculated to arouse prejudice and ill-feeling are vulgarly out of place. Arbitrary legislation should be avoided, and the most prudent, considerate and generous counsels should prevail. We confess to having no patience with those who affect to fear that friendship will breed

amalgamation. They are too distrustful of their fellows to have much respect for them, and we are of the opinion that they are behind the times, and ought to take a back seat. We are not afraid to trust these men. We have faith in their intelligence and their manhood, and we know that they are fully capable of preserving the equilibrium of their respective Brotherhoods and perpetuating them in all their usefulness and dignity and that in doing so they require no iron-clad rules of conduct to prevent them from becoming too intimate with each other.

We appreciate the work that is being done by the Brotherhood of Locomotive Engineers. Its mission is attuned to high and holy purposes and its prosperity and success afford us cause for hearty congratulations. And we especially urge upon our members the absolute necessity of supporting their engineers on every occasion that demands a unity of action for the common good. In December last an officer of one of our Lodges addressed our Grand Master as follows:

"There is a rumor of a strike of the engineers on the E. T. V. & G. R. R., and the firemen belonging to this Lodge want to know what to do in case it takes place; whether to hold the places they have, or take the engines if offered to them."

The Grand Master's reply was brief and to the point, as follows:

"Stand by the engineers in all things that are honorable and just and I am certain the engineers will make no demands that are not to the best interests of all concerned. Should the engineers leave their engines, under no circumstances will the members of our Order step over to the right hand side. Show the engineers that you are men, and that you will manfully stand by them when battling for their rights."

It will be observed by the above that the Brotherhood of Locomotive Firemen is in full accord with the Brotherhood of Locomotive Engineers and that when the interests of the engineers are in jeopardy the firemen are admonished to stand by them faithfully and to the end. Let there be mutual forbearance, good fellowship and unity of action between the two great Brotherhoods of Locomotive Enginemmen.

ALLEGED CONSOLIDATION.

A dispatch from St. Louis, Mo., announcing a proposed consolidation between the Brotherhood of Firemen and the Knights of Labor has been going the rounds. The dispatch has been published in all the leading papers in the land and has created considerable unnecessary gossip. The report is as follows:

"Negotiations are now in progress looking to the consolidation of the Locomotive Firemen's Association with the Knights of Labor. The former organization is now national in membership, having Lodges or unions in all the important cities of the United States. The latest figures place its numerical strength at 16,000. The consolidation will be the most important of its character ever known in this or any other country."

In connection with the foregoing an extended interview with an alleged "official" of the Firemen's Association is published, in which that gentleman makes some declarations that are as startling as they are devoid of truth. It is scarcely necessary for us to say that the whole thing is what is known as a *canard*, without a semblance of truth about it. The alleged consolidation has never been broached upon either side, nor has any conference of any kind between the two organizations ever been held or, so far as we know, ever been thought of. The "official" alluded to in the interview is a creature of newspaper imagination, or else he may be put down as the champion liar of the age.

The Knights of Labor are amply able to take care of themselves and require no consolidation with any other organization. They are powerful in numbers, thoroughly organized and well equipped for their work. The same can be said of the Brotherhood of Locomotive Firemen.

While we desire the friendship and good will of all organizations with laudable ambitions, we are unalterably opposed to any scheme looking to the consolidation of our Order with any other of the numerous labor organizations.

It is now reported that Wm. H. Vanderbilt left a fortune of \$305,000,000.

OUR MECHANICAL DEPARTMENT.

The Locomotive Firemen's Magazine is published primarily for the purpose of affording the members of the Brotherhood accurate information in regard to all matters pertaining to its operations, in so far as such things can prudently be made public, but as a secondary purpose of scarcely less importance, the Magazine is published as a medium of information upon a wide range of subjects, as also to furnish its patrons a well selected variety of reading designed to beguile a leisure hour when mind and body demand relaxation. Appreciating the fact that a large number of the members of the Brotherhood take a deep interest in *mechanics*, by which we mean "the application of the laws of motion and forces to objects in nature or contrivances in the arts," we have determined to establish a mechanical department in the Magazine for the discussion of subjects which relate to mechanics, machinery, believing that the new departure will meet with general approval and redound to the benefit of the membership. Locomotive Firemen are required to "run with the machine," and machines are under all denominations or circumstances only instruments through which power may be made to act. Necessarily Locomotive Firemen are interested in such questions. Many of the members of our Brotherhood are eminently capable of contributing valuable articles to this department, and we shall experience serious disappointment if they should fail in helping us to make the department a valuable feature of the Magazine.

THE Locomotive Firemen, members of the Brotherhood of New York City, when a meeting was called to ascertain what attitude they would assume in the adjustment of the difficulties with the Elevated Railway management, voted solid, sink or swim, they would stand by the Engineers. It was an instance of noble devotion to the *right* and reflects the highest credit upon the heads and hearts of "our boys."

THE day is not distant when eight hours will constitute a legal day's work.

THE American locomotive cab was first made by David Matthew and George Westinghouse is the inventor of the automatic air-brake.

GLADSTONE, the G. O. M., is to be again at the head of the English government. He was born in 1809, and is therefore 77 years of age. On this side of the Atlantic he would have been retired at about 62. Gladstone has won his title, "Grand Old Man."

AN engineer employed on the New York Elevated Railway recently remarked; "I used to get off with eight hours, but now they usually get ten hours and sometimes as much as twelve hours out of me for a day's work." In future, it will be nine hours, or if more the enginemmen will be paid for all over nine hours.

"CLEOPATRA'S Needle," brought from Egypt and placed in Central Park, New York, has been scraped and treated to a coat of water-proof mixture, consisting of parafine, creosote and turpentine. As soon as the old obelisk reached New York the American climate attacked it, and would have reduced it to dust in short order but for the medical treatment it has received.

GRAND CHIEF ARTHUR, of the Brotherhood of Locomotive Engineers, most cordially indorsed the action of the Brotherhood Firemen of New York City in the course they pursued in the late difficulty in that city; indeed, the position taken by the firemen was so highly appreciated by the engineers that the Lodge room of No. 149 is to be decorated with a picture of Mr. Arthur and of each of the committee to be presented to the Lodge by the Engineers of New York Division 105 B. of L. E. We hail such courtesies as evidences of that friendship and fellowship which should always characterize the two great Brotherhoods.

AMONG the many abuses corrected by the recent adjustment of grievances complained of by engineers and firemen on the New York Elevated Railway was that of laying off men for several days and then telling them they were blameless, but compelling them to lose the time they were idle, amounting often to from \$25.00 to \$50.00. This great injustice will not be practiced in the future—thanks to the manly stand taken by the engineers and firemen.

THE Railway Age, in an article captioned, "Railways as Temperance Societies," says:

"The suggestion that railways and railway managements are moral influences for good would have been scoffed at a few years ago as absurd, but it has already become a truth of great and encouraging significance. It is not very long since the railway man, officer as well as employe, was popularly looked upon as a free and open drinker, a hard swearer and a despiser of things moral as well as religious—and there was far too much reason for this judgment. Those days are past. The work of operating and managing railways has grown into a great and dignified profession, a higher grade of intelligence and character is constantly coming into it, and people are learning that a railway man of whatever grade may also be a self-respecting man, a good son, husband and father, and an upright, respected and useful citizen."

Such declarations are in the highest degree complimentary to railway-men, officers and employes, but we desire that due credit shall be given where it properly belongs. The great Brotherhood of Locomotive Firemen, with 16,000 members in its organization, made temperance—sobriety—a pre-requisite to membership, and intemperance, on the part of a member, is certain to result in expulsion. More than twelve years ago Locomotive Firemen, alive to the importance of sobriety, voiced the sentiment which the Railway Age now magnifies in well-timed words. During all these years the Brotherhood of Locomotive Firemen has been laboring, not without good results, to redeem railway employes from the thralldom of intemperance, and it is therefore entitled to its fair share of credit for whatever advancement has been made in that direction.

It is said that no railroad in the world does a train business equal to the New York Elevated Railroads. At the junction of the Elevated roads, at Chatham Square, over 1,650 trains pass every twenty-four hours on two tracks, or 69 trains an hour, more than one every minute. It is said there is a junction in London where 2,400 trains pass daily, but the business is done on four tracks. On the London Underground Railroad there were carried in 1879, 91,420,178 passengers and in 1884 114,447,514 passengers, an increase of 23,027,336 in five years. The travel on the New York Elevated Roads during the corresponding period increased from 46,045,181 to 96,702,620, a gain of 50,967,430. When it is remembered that London has about four times the population of New York, it will be conceded that the Elevated roads of the latter city are doing a lively business.

PROF. JENKIN, of England, is the inventor of what is called Telferage, or a system for automatically transporting goods by electricity. A telfer line about a mile in length has been constructed and put in operation. So far the experiment has proved a success, and the future of telferage will be watched with no little solicitude. The line referred to is designed to transport clay from a pit to a railway for shipment to a cement factory. The cars or carriers are called "skips," and contain two cwt. each. Ten of these skips constitute a train. They run at a speed of from three to five miles an hour, and with five trains one hundred tons daily can be transported, at a cost of four cents per ton a mile. It occurs to us that this is an exceedingly cheap method of transportation, and telferage at no distant day may become popular.

THE FAITHFUL ENGINEER.

Life is like a crooked railroad,
And the engineer is brave,
Who can make a trip successful,
From the cradle to the grave.
There are stations all along it,
Where at almost any breath,
You'll be "flagged" to stop your engine,
By the passenger of death.
You may run the grades of trouble,
Many days and years with ease,
But Time may have you "side-tracked,"
By the switchman of disease.
You may cross the bridge of manhood,
Run the tunnel long of strife,
Having God for your conductor,
On the "lightning train" of life.
Always mindful of instructions,
Watchful duty never lack.
Keep your hand upon the throttle,
And your eye upon the track.

Name your engine "True Religion,"
When you're running, day or night,
Use the coal of "Faith" for fuel,
And she'll always run you right.
You need never fear of "sticking"
On the up grades 'long the road,
If you've got "Hope" for a fireman,
You can always pull the loads.
You will often find obstruction,
By the cunning devil lain
On a fill, a curve, or some place
Where he'll try to "ditch your train."
But you needn't fear disaster—
"Jerk her open"—"Let her go!"—
For the King who ruleth all things,
All his plans will overthrow.
Put your trust in God, the Savior;
Keep a going—don't look back—
Keep your hand upon the throttle,
And your eye upon the track.

When you've made the trip successful,
And you're at your journey's end,
You will find the Angels waiting,
To receive you as a friend.
You'll approach the Superintendent,
Who is waiting for you now,
With a blessed smile of welcome,
And a crown to deck your brow.
Never falter in your duty,
Put your faith and hope in Him,
And you'll always find your engine,
In the best of running trim.
Ring your bell and blow your whistle,
Never let your courage slack,
Keep your hand upon the throttle,
And your eye upon the track.

—Will S. Hays in *Railway Employee*

FRONTIER REMINISCENCES.

II.

"Arm, arm, with speed! And, fellows, soldiers, friends,
Better consider what you have to do,
Then I, that have not well the gift of tongue,
Can lift your blood up with persuasion."

—Henry IV.

The many little scouting and hunting parties from Casper—during the construction of the fort—frequently brought on their return, some interesting news concerning the movements of small bodies of Indians that they had met; all these bands were invariably moving north, moving north in the dead of winter! Many of them were Comanches, Apaches and other tribes known to be from the south, as far as Arizona and Southern Nevada. To-day, should these Apaches or Comanches be seen in the land of the Sioux, the straight and haughty Sioux, like the pine that raises from the breast of his mountains, a tribe the most warlike and patriotic of the North American Indians, a struggle would ensue that only death or speedy flight would terminate—yet the discovery of these facts: the daring Apaches and long speared Comanches roaming with impunity through the Sioux country, attracted but little attention at the time, other than furnishing a theme at the camp-fire; however, subsequent events explained it to the satisfaction of everyone interested. These small but numerous Indian war parties in a short time confined the circle of our hunting expeditions to uncomfortable limits, and finally had the assurance to dispute our right to the timber in the mountains. What, cannot we have any firewood or logs for our cabins? From that time we went to the timber in twenties and thirties to fight and chop wood, but always to fight. We were not unfrequently disappointed in getting the wood but we were never disappointed in getting the fight. The Indians evidently were very solicitous in keeping up our fighting qualities by a continual practice. It would seem that they had read understandingly, of the novel method by which the Swiss childhood were instructed to make perfect their knowledge in the use of the cross-bow. In order to procure their breakfast they were compelled to cut, by a well-directed arrow, the cord that held it suspended from a tree. The firewood was not our breakfast, but it was

the string that held our breakfast, and if we must have it we must fight for it.

One unusually cold, stormy day the air was filled with the wild whirling, drifting snow, that dancing, flew before a savage, unmerciful nor'wester, as one of the men jokingly expressed it, 'it was sarching and insinuating,' and insisted upon occupying our tents and beds. The mercury marked 28° below zero. The herd of mules, the labor animals of the command, had started on their way to water, preceded by two men with axes to break the ice, when out of the flying snow, from the direction of the mountains, they looked a part of the storm, came a scattered band of Indians, whooping, yelling, shooting and shaking to the wind the skins of animals to frighten the mules, and succeeded admirably in doing so. The mules, already chilled with the cold, broke into a wild reckless run, and out before the wind they tore snorting and kicking. Everything favored the success of their daring attack, the drifting snow hid them and swiftly covered their tracks.

The whooping and shooting coming out of the storm had an electrifying effect on the men in camp; we instinctively understood what it meant, though we could see nothing farther than five feet, and in a moment we were to our horses. Some had only a bridle and saddle-blanket with their pistol and belt, others slipped the bit in the horse's mouth, snatched their carbine and vanished like birds driven to sea; a few had their saddles, pistols and carbines. The departure was exciting but not confusing—I will not say the preparation to depart, there was none. All were gone, mules, Indians, soldiers were swallowed up as though the abyss of a Niagara had engulfed them. The bugler sounded "boots and saddles;" it was not necessary, the Indians had already done so; before his alarm had died upon the wind, many of the men—like Dante's shadows—had passed him in the laughing eddies of the driving snow, but faster; a pistol gripped in one hand and a loose rein over the horse's neck in the other, away they swept in hot pursuit. The country was broken, gullies dug by torrents from the mountains, now filled with snow, treacherously awaited us; the mules surging on in a compact mass had not the oppor-

tunity that the single horse and rider had, in leaping or circling those traps; even as it was, not a few troopers ended the race there; some of the mules broke their legs within them, others regained their feet, confused, bewildered, looked about and again dashed into the chasing wind.

The river lay to windward less than a half mile away, and at that point its banks were very low. The herd must cross it there, that was the Indians' plan, in any event the animals would not face the cutting storm or leave its direct course. Our every effort was now directed to turn the herd before crossing the river. We heard the bugler blow "stable call," this was to attract the attention of any of the men who might have lost the trail. When nearing the river we could hear the renewed shooting and whooping of the Indians, urging the wild herd over the low sloping hills on the opposite side, and in another instant our horses were struggling to sustain their equilibrium on the ice. For the first time we saw the Indians, they were making the top of the bluffs and we quickly opened fire; they wheeled, returned the fire and disappeared.

After crossing the river, about one-third of the mules refused to climb the slopes, but turned and swept down along the river bank; they rested in the shelter of a cottonwood grove that smiled upon the storm a few miles below. The Indians could not afford to divide their band right under our rifles, so hurling together the remainder of the herd, away they went across the elevated table-land that spread out from the crown of the low bluffs on the river.

Now commenced a struggle of life or death; the storm raged and lashed itself into a perfect frenzy, the light, dry snow filled the air so that we could scarcely see each other; it was with the greatest difficulty we could follow the trail. A loose rein and a free spur was the unspoken command. Let him have the lead that could take it. That race passed into the tradition of the troop. Some of the boasted racers lost their reputation that day. From speed it became a test of muscle and a trial of endurance. When this happens the Indian pony is riding to victory. In many places the fierce, wild wind swept the ground bare of snow,

to its grass bearded face, to pile it up in huge drifts of eight or ten feet, not twenty jumps away. The horses leaving the firm ground would, without a moment's warning, be plunged headlong into a bank of snow. Many a rider was ignominiously unhorsed that had never before experienced that humiliation. For the first few miles after leaving the river, we gained slowly but steadily; about this time some of the mules from the herd dropped back, not being able to keep up, a fact from which we took its broadest significance. Like many conclusions that are hastily arrived at, we thought the distance between us was narrowing. Soon, however the horses began to show signs of fatigue, the tracks became dimmer, the trail was losing its identity; darkness crowded in upon us,

Sneeringly mocking at our defeat.
Then wearily we turned to meet
The free winds given to space,
Chasing the night with an Arctic face.

Tim Fagan.

[TO BE CONTINUED.]

THE PRIVATE'S GLORY.

Sweet little Major, he mounts my knee
And the tender blue eyes look at me.
"Tell me, Popsie, just once more,
What did you do when you went to war?"

And then I tell of the autumn day
When the Forty-seventh marched away;
How Cromwell died at Jackson town,
And Miles on Corinth field went down.

"But how many rebels, tell me true.
Did you kill then and the whole war through?"
And I tell him then, with eager zest,
How Joe Reed blew up a limber chest.

But the Major sticks to his question still,
"How many rebels did you kill?"
So I tell him how, near the set of sun,
The charge was made and the battle won.

And how, the day McClure was shot
When Vicksburg's fight was fierce and hot,
Brave Sam Law took C company in
Through flame and smoke and the batteries' din.

How over our heads the battle broke
With screaming shell and saber stroke.
And he wanted to know, the little elf,
"But how many men did you kill yourself?"

"Say, tell me, Popsie, say you will—
How many rebels did you kill?"
So I told him the truth as near as might be—
As many of them as they did of me.

—R. J. Burdette.



Reply to "A Few Problems."

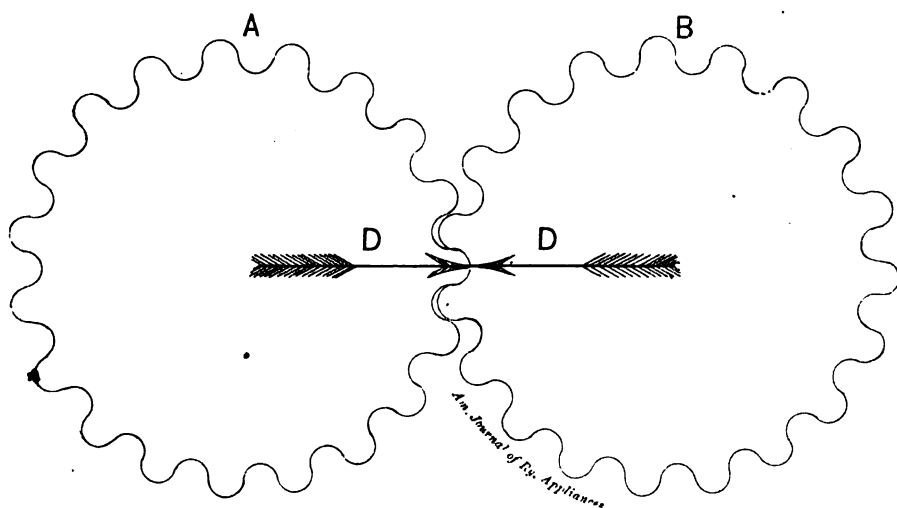
EDITORS MAGAZINE: In your January number, pages 36 and 37, I see that "Eccentric" states "A Few Problems." As I have had somewhat to do with investigations in the line of his inquiries, I will quote the first, and then endeavor to reply by making an inquiry in the nature of a

Second question: Hold the left hand wheel, A, stationary, the points of the arrows touching to indicate the starting point, then revolve the right hand wheel, B, around A until the arrows touch, and say *how many times* the moving wheel has turned around.

Awaiting the reply of "Eccentric," and the Brotherhood of Locomotive Firemen, to the solution of this Locomotive Puzzle, I will then answer further.

William E. Lockwood.

PHILADELPHIA, Jan. 20, 1886.



mechanical puzzle, the true solution of which establishes the defect of *mechanical principle*, alluded to in the first inquiry of "A Few Problems: "

"First. The statement was made, and seemingly proven, that the best modern standard locomotive of the day, *as demonstrating a mechanical principle*, excepting the workmanship, was the most defective of any mechanism on earth. This defect, as a mechanical principle, I should like explained so that I may fully understand it."

First question: A and B are two geared wheels of equal diameter and pitch, the arrows D D indicating the starting point of the revolutions of the two wheels; revolve both around until the arrows meet, and say how many times *each* wheel has revolved.

EDITORS MAGAZINE: It is with a great deal of pleasure that I read the January Magazine, for it is full of good things with the promise of more to follow, particularly so if the line of policy opened up by "Eccentric," should receive due encouragement from your readers, by calling out replies and further inquiries, and thus promoting a knowledge of the intricate mysteries of the machine, which is doing so much for commerce and civilization, and without which our vast country would have remained untenanted, and incapable of the amazing developments which have attended the advent and progress of the locomotive through the mountains and over the plains. In times past railroads were projected and built to connect cities

and towns and capture the already existing traffic, but recently railroads have been constructed through vast wildernesses and progress has followed their lead, and it seemed as if the locomotive had awakened the dormant energy of the mountains with its shrill blast, and infused a portion of its activity into the quiet valleys, for, as if by magic, we find cities, towns and villages all along the line, and a teeming population where only a short time ago all was a vast solitude.

The locomotive is thus a benefactor to the whole human family; but as it is the machine which makes our Brotherhood a possibility, and by which we are enabled to earn subsistence for ourselves and our loved ones, it possesses more than a passing interest for us, and any method which would lead us to a more intimate acquaintance with its mechanism and operation ought to be hailed with joy, hence the article of "Eccentric," being the pioneer, as it were, on this subject, ought to elicit many answers, for by such an exchange of ideas, made with an honest desire for information, much light may be thrown on many vexed problems, which present themselves to the inquiring mind.

I also had the honor and pleasure of being present at the illustrated lecture delivered for our benefit at the Franklin Institute fair, but could not find time for a visit to the Baldwin Locomotive Works, hence I could not say anything about the valve which "Eccentric" saw there. It does not seem possible that a valve worked by one stem could govern the admission and exhaust of steam from two cylinders in which the pistons are set on a quarter. If both pistons worked in unison, that is, if they were at the end of the stroke together, it would be an easy matter to govern the admission and exhaust of steam, but when the piston on one side is in the centre of its stroke, and has to have its supply of steam cut off, the piston on the other side is at the end of its stroke, and has to have its port opened to admit steam, hence an entirely different movement of the valve is demanded by the differing positions. A valve might be constructed to do this work but it would have to be a double valve, having double move-

ments, and hence no better than two single valves. Such is my opinion, which may, however, be modified or changed if the proper explanation (which I hope some one will be able to give) should prove my conclusions erroneous.

To return now to "Eccentric's" first question. While I admit that the assertion was made I failed to find the proof that the "locomotive of to-day is the most defective piece of mechanism on earth." It is true that many stationary engines develop a great deal more power from a given quantity of fuel, yet when you consider the ever changing circumstances under which a locomotive works, its performance is deserving of commendation. The main objection to the modern locomotive, that I heard advanced, was in regard to the counter-balance, its hammer blows, and its destructive effect on the rails and on bridges. While I believe that the centre of weight of the counter-balance, should be at precisely the distance from the centre of the wheel, as the centre of the pin, I fail to see, how a weight so attached, moving in a circle, can strike such a hammer blow to the rail or to a bridge. If the wheel was lifted and again and again dumped on the rail such an effect might be obtained, but when rolled along a continuous rail I fail to see such an effect. It was also asserted that the effect was destructive to the bridges, and it seemed to be implied that the force or pressure brought to bear by a locomotive pulling over a bridge was of a pushing nature, whereas, if you will notice, the action of the wheels really have a tendency to pull the bridge toward the train. Some years ago a train I was on stopped on a bridge to unload some timber for the repair of the bridge. Although the bridge showed no signs of weakness when our train ran on it, yet the act of one of the carpenters running across it made it spring perceptibly, thus showing more movement from the impact of 175 pounds springing up and down on it, than it had received from the several hundred tons in our train rolling on it. I think this incident will show more clearly the difference between a hammering or jumping impact and the rolling motion of a train.

The second problem is correctly stated but not full enough to admit of explanation

separately, but by taking the third, fourth and fifth problems into connection with it, I think we can come to an understanding. Take the four foot driver supposed in the fifth problem, which would be about $12\frac{1}{2}$ feet in circumference. Start from the back centre forward, allow the wheel to make a half revolution and stop on the forward centre. Your engine would then be just $6\frac{1}{2}$ feet from your starting point, but while the wheel has thus rolled ahead, the piston with the cross-head have moved to the front end of the stroke, and if the stroke is two foot they would be found $8\frac{1}{2}$ feet ahead of their starting point. Now, move ahead again another half revolution and you will find that while the engine moves ahead $6\frac{1}{2}$ feet more, the crosshead will move only $4\frac{1}{2}$ feet because it has done what is asserted, that is, the bottom of the wheel with the rods has stood still, and the steam admitted between the piston and front cylinder-head has driven the cylinder ahead over the piston. When a complete revolution has been made it will be found that the piston and cross-head are again at the back centre, that the engine is just $12\frac{1}{2}$ feet from the starting point, and that the cross-head with its attachment has also moved just $12\frac{1}{2}$ feet ahead. This is an assured fact, very easy to demonstrate to your own satisfaction, by dropping a plumb-line from any part of the engine or frame and another from the cross-head and marking the points indicated by the plumb while the engine is on the back centre on either side, of course marking the cross-head on the same side. If the engine is then moved without slipping, it will be found that when the pin is going around the top half of the wheel, the piston and cross-head travel ahead on the engine, and while the pin is going around the lower half of the wheel, the cylinder is shoved ahead over the piston, and this reversed action goes on with every revolution of the wheel.

This also explains and proves the assertion, that the bottom of the wheel stands still, and that every part of the wheel from the bottom to the top, moves faster in proportion to its distance from the rail. As each part of the wheel in its turn, becomes the lower part, and also the upper, the seeming impossibility of one part of the wheel

moving faster than the other, is also fully explained and accounted for.

The simple rule of proportion applied to problem five, will demonstrate that with the bottom of the wheel at rest, if the centre of the wheel moves at fifty miles per hour, the point half way between will move at twenty-five miles, the point at top at one hundred miles, and the point half way between top and centre at seventy-five miles.

Now, let us consider problem three in regard to the disturbances caused by the action of the piston and crosshead's and cylinder's movements. It would at first glance seem that the alternate reversal of action in the different parts would produce a very destructive force and "knock things endways," but upon a careful consideration of the matter the action and reaction are not so damaging as might be supposed, when so terrible a force as high pressure steam is the moving agent. Let us take the four foot driver, twenty-four inch stroke locomotive and place her on back centre (right side, for convenience.) Move her from there $\frac{1}{4}$ revolution ahead. The pin will then be half way between back centre and top quarter, or on the upper back eighth. In moving the engine so far, the piston and crosshead will have moved about four inches only. Move the locomotive ahead $\frac{1}{4}$ revolution from there, and stop the pin half way between top quarter and forward centre, or on the upper forward eighth and you will find that the piston and its attached cross-head have moved ahead about sixteen inches thus showing an increase of speed. In moving ahead again $\frac{1}{4}$ revolution and stopping the pin on the lower forward eighth, the crosshead moves ahead four inches, and then according to previous description, the cylinder moves over the piston and shows four inches advance on the guide. Again move $\frac{1}{4}$ revolution still ahead, stopping pins at lower back eighth, and the guide will show an advance of about sixteen inches. Moved again to back centre, and we find a further advance of four inches and complete the circle. We thus see that during two parts of the stroke, the movement of the crosshead is accelerated, while during the other portions of the stroke it is retarded by the action of the pin. In other words, during the $\frac{1}{4}$ revolution from the upper

back eighth, to the upper forward eighth, and the $\frac{1}{4}$ revolution from the lower forward eighth to the lower back eighth, the apparent motion of the cross-head on the guide is about sixteen inches, while in the $\frac{1}{4}$ revolution from the upper forward eighth to the lower forward eighth, and the $\frac{1}{4}$ revolution from the lower back eighth to the upper back eighth, the apparent motion is only four inches each way, or eight inches in all on each of these quarters. The fact is thus shown that while the crosshead moves rapidly during the middle of its stroke, it gradually slows up in coming to the end of stroke, that it comes to a stop and the return stroke starts slow, gets more rapid during the centre of stroke, to be again slowed in approaching and passing the other centre. The change in the reciprocating movements are thus gradually brought about, and even if the movement of the parts be ever so rapid, no harm results from the changing action.

Having given my views, I hope we shall hear from others also, so that by this means of discussion we may be mutually benefited.

Vulcan.

Revolving Weights on Locomotives.

In a late number of the Chicago Journal of Commerce, a leading paper of scientific research, an able writer from Philadelphia, who signs himself "Counter Balance," contributes the following article which contains valuable information upon the questions under discussion: "Three articles in the Journal, entitled "Balancing the Revolving Weights on Locomotives," "Wire Ropes," and "Equipment Must Precede Business," I have read with great interest, because of a committee meeting held here last week relating to the subject matter with which they are directly connected. The fact that this committee, hereafter named, is a joint committee of the Franklin Institute and the American Railway Master Mechanics' Association, and that it is made up of gentlemen well known for their scientific and practical attainments, gives the subject a standing and importance which it well deserves. It was said in 1876 that one of the causes of the Ashtabula disaster was this very defect in balancing the revol-

ving weights on locomotives, and the authorities subsequent to that date I give briefly below. It is said that in 1877 the French Government made certain tests upon the line of the French Northern Railway, which resulted in two conclusions: One was that a forty-five ton engine, at fifty-five miles an hour, struck with her drivers at each revolution, a blow of ten tons upon rails and bridges, and that the other effect was a "phenomenon, complex and general, and for which no cause could be assigned," namely, a slip of the drivers upon the rail, amounting to twenty per cent. of their proper traction. In 1881, the Engineer of Tests of the Pennsylvania R. R., Mr. John W. Cloud, of Altoona, Pa., made a statement to the Institute of Mining Engineers, that a Class B Pennsylvania R. R. locomotive, 18x24 inch cylinders, five feet, eight inch drivers, at a speed of a mile a minute, struck a blow of nine tons and twenty-eight pounds at each revolution of the wheels, and in one second of time, forty-seven tons, 143 pounds, in one mile, 2,820 tons. Professor S. W. Robinson, one of the committee named below, stated that, in 1883, partially from this defect of counter-balancing, it subjected a bridge to a strain by vibration up to its full elastic limit, and that such a bridge would be in imminent danger of destruction. In 1884, Mr. F. W. Webb, Superintendent of the London & Northwestern Railway, England, said: "Among the advantages we get in a coupled engine with crank axle is a better distribution and balancing of the reciprocating masses, without having to use such enormous balance weights in the wheels, which our experience shows have a very bad effect in getting flat places on the tread of the tire, and consequently more hammer blow effect upon the rails." During the winter of last year, Prof. Robinson made 198 tests upon railway bridges in the State of Ohio, and he states that twenty-eight per cent. of the deflection and vibration is due to the counterbalance in the present standard type of locomotives. Of such magnitude has this subject now become, that at the last meeting of the American Railway Master Mechanics' Association, the following resolution was unanimously adopted: "That a committee of five be appointed by the chair to consider and

confer with a similar committee of the Franklin Institute, looking to the weighing of the hammer blow of a locomotive driving wheel, at the coming Novelties Exhibition of the Franklin Institute. Should such test, for any cause, fail to be made, then the committee shall refer the data obtained to the committee on subjects to be considered at the next annual meeting, as one of the subjects to be considered at that meeting." Under this resolution, the following gentlemen were appointed, and their meeting of the last week was the third they have held relating to this subject: By the Franklin Institute—Prof. P. H. Dudley, M. E., of the Dudley Dynograph and Track Inspection Car, N. Y.; Theo. N. Ely, Esq., M. M., General Superintendent M. P., P. R. R., Altoona, Pa.; Prof. S. W. Robinson, Professor Mechanical Engineering, Ohio State University, and Bridge Inspector Ohio Railway Commission, Columbus, Ohio; Edward Longstreth, Esq., M. E., of the firm of Messrs. Burnham, Parry, Williams & Co. (Baldwin Locomotive Works), Philadelphia; Thos. Shaw, Esq., M. E., Philadelphia. By the American Railway Master Mechanics' Association—William Woodcock, Esq., M. M., First Vice President of the Association, and Supt. M. P. of the Central Railroad of New Jersey, Elizabeth, N. J.; T. L. Chapman, Esq., M. M., Supt. Motive Power, Chesapeake & Ohio Railway, Richmond, Va.; Chas. Blackwell, M. M., Supt. M. P., Norfolk & Western Railway, Roanoke, Va. Associate members—Coleman Sellers, Esq., M. E., of Messrs. William Sellers & Co., Philadelphia; Angus Sinclair, M. E., of the American Car Builder, Chicago, Ill.; F. W. Deane, Esq., M. E., Dickson Manufacturing Co., Scranton, Pa. Thos. Shaw, Esq., was elected chairman of the joint committee, and F. W. Deane, Esq., secretary. If the authorities here given and the articles to which I have referred are substantially correct, I do not care to ride over many of the best railway bridges in this country during the winter, or at almost any other time.

Your statement in relation to the Callowhill Street Bridge in this city I believe is correct and unquestioned."

THE BASS Foundry and Machine Works, of Fort Wayne, Ind., make a cast iron whistle for locomotives, at a cost of three dollars.

A Locomotive's Surprising Record.

American Railroad Journal.

Locomotive No. 137 on the Boston & Albany Railroad, used in the passenger service, has a very remarkable record. It came out of the shops new April 23d, 1883, and on October 30th, 1885, was sent in for general repairs, having in the meantime—for thirty months and seven days—made daily trips. The average run for the 921 days was 203 miles, or an aggregate of 184,726 miles. During this time only twelve days were lost for repairs, and no repairs were made until April 27th, 1884, when the engine had run 78,812 miles. During portions of the months of April and June and the whole of the month of May the engine ran 400 miles every day, making (with extra trips Sundays) 10,910 miles in May, and a total of 26,740 miles in the three months named, or an average of 8,913 miles per month. The twelve days lost for repairs were distributed over the period from April 27th, 1884, to October 30th, 1885, and in almost every instance the repairs were of an unimportant character and in the shape of renewals.

The driving boxes of the engine were of cast iron, but have lately been replaced with steel. The weight of the engine is forty-two tons, its cylinders are 18x24 inches, its driving wheels sixty-eight inches in diameter, and the boiler fifty-two inches in diameter. There are 231 two-inch tubes, and the steam pressure is 160 pounds.

FORT RIDGELY, MINN., Feb. 1, 1886.

EDITORS MAGAZINE: I desire to be informed through the Magazine as to the best authorities on the subject of Stationary Engine Running. What works would you commend as the best to be studied preparatory to an examination as a stationary engineer.

Yours Respectfully,

Geo. E. Clarke.

[We recommend to our correspondent the work of Robert H. Thurston, on the "Growth of the Steam Engine," Roper's "Catechism of Steam Engines" and also the splendid treatise of Angus Sinclair on "Locomotive Running and Management." Any of these books can be obtained from your book-seller, or, if he does not keep them in stock, you can order them through him from any of the standard book-sellers.—Eds.]

JUDGE NOT.

Old Fellows' Companion.

In the ante-room of Meredith & Son's great cotton manufactory, in Philadelphia, a group of girls were standing, engaged in an animated discussion. One of them, who had a mock gold chain and bracelets, and a profusion of jet trimming upon a cheap silk dress, spoke very emphatically:

"It is the stingiest proceeding I ever heard of."

"What are you all so excited about?" asked a pretty blonde coming in from the loom room.

"Ellen Churchill!"

"Dear me! What has she been doing now? You are always discussing some dreadful deed of Ellen's. I like her myself."

"Yes, we all know that," said the first speaker; "you will defend anything Ellen does."

"But what has she done?"

"Refused to sign the subscription list for the tankard to be presented to Mr. Rodman."

The little blonde, Susie Whiting by name, looked rather staggered at the new accusation against her friend. Mr. Rodman, manager for Meredith & Son for nearly fifty years, was about to retire on account of the infirmities of age, and the persons engaged in the great factory were collecting money to buy a silver tankard to present to him. He was a kindly old man, and always ready to lend a helping hand to the small army of working people under his control, and the presentation was a gift of love.

Ellen Churchill had come to the great factory two years previous to the date of the indignation meeting in the ante-room, and had risen to the position of forewoman in one of the loom rooms. She was a handsome girl of about twenty when she applied for work, and by every action and word betrayed the fact that she had stepped from a life of refinement to the drudgery of a factory hand. Her low, even tone betrayed the lady in its well-chosen sentences; and her slim white hands bore no trace of toil upon their smooth skin. She was courteous to all who came into intercourse with her, but intimate with none. She had nursed Susy Whiting through a long period of contagious fever, winning the devotion of that little maiden, and the manager soon put her into positions of trust until she became forewoman. Here her education enabled her to keep the books required in the room, thus doubling her salary.

And here was the great ground of complaint by her companions. It was well known that the salary of Ellen Churchill was sufficient to warrant a good style of living and dressing. In the great boarding house, where seventy of the girls had rooms, she could well afford to pay for the best, and

dress well. Instead of this, she lived in the attic, poorly furnished, with a tiny stove, where she cooked the cheapest of food. Her dress was of the coarsest description made by her own hands, and no ornament broke its severe simplicity.

The excited group in the ante-room dispersed for the day, walking home in the twilight of a September evening, and still they talked of the young forewoman.

"The question is," said Mary Leigh, who had been foremost in the ante-room discussion, "what does she do with her money? She never puts any in the factory savings bank, and she certainly spends nothing on her dress. Where is it all, then? Walter Rodman will probably resent the insult to his father."

There was an exultation in the tone of the last remark, but ill concealed. Walter Rodman, the only child of the manager, was in the counting-room of the factory, with every prospect of soon becoming a partner. A man past thirty, he had risen in the employ of Meredith & Son, from a lad of fourteen, and had saved money from a handsome salary, with the avowed intention of purchasing a place in the firm, upon the anticipated retirement of old Mr. Meredith, who was known to favor the intention.

There was something in the noble, refined face of the young girl that attracted Walter Rodman from the first. That there was some heavy trouble brooding in the sadness of her dark eyes he never doubted; but if ever purity and goodness were pictured in a human countenance, they were in Ellen's. From his father he learned much of the new-comer; of the quick adaptability she showed for work evidently new to her; of the almost masculine brain that fitted her so soon to take control of the loom room, where over a hundred girls were at work. But Walter Rodman, by nature frank and true, as his heart more and more acknowledged Ellen for his queen, grieved over the evident mystery in her life. There was a struggle between his love and his fear of repentance, if he urged his suit. It was revolting to him to think of his wife conducting his household upon parsimonious principles, refusing to bestow of his abundance in charity, dressing meanly, and perhaps influencing him to the same miserable habits.

But when the silver tankard was presented to Mr. Rodman, and Ellen's name was not upon the list of contributors to the gift, Walter experienced a sharp pang of disappointment. He knew that his father's recommendation had gained Ellen her place in the factory, and that she had found a firm friend in him, and owed her rapid advancement to his interest and influence. And yet she had refused her mite to the gift that testified the good feeling of the fellow-workers in the factory! Father and

son had long been confidential friends, and on the evening following the presentation the latter opened his heart and told all his doubts and fears. Mr. Rodman listened quietly.

"Yet, you love Ellen?" he asked

"I love her," Walter replied "but I could never be happy with a miserly wife."

"Poor Ellen! how little she deserves that reproach!" said Mr. Rodman. "I shall violate a confidence reposed in me, Walter, when I tell you how you misjudge her, but I think I can trust you."

"Has she told you her secret?"

"No; I heard the story from the clergyman of Lenwood, her native village, who wrote to me before she came here. He is an old friend of mine. Six years ago Ellen's mother died, leaving in her care a sickly step-brother, then about 11 years old. Her own father had left Ellen a pretty cottage, and she had a small income from the fruit and poultry on the place, while she made a sufficient living by teaching music and playing the organ in church. When her mother died, leaving Stephen Grady, her step-brother, an orphan and penniless (for her stepfather before his death squandered all her mother's fortune), Ellen promised to care for the boy. Remember, she was but sixteen, though early care had matured her far beyond her years. The boy grew up like his father, reckless of expenditure, loose in principle, yet tender to his sister-mother, and one of those loving scrape-graces who always win some good woman's devotion. He won Ellen's. Three years ago a friend of Mrs. Grady's took Stephen into his counting-house. Here he was to learn book-keeping, and for a time he worked steadily. Then the bad company that had ruined his boyhood again exerted an evil influence, and he learned to gamble. One of his accomplishments was the power to imitate any handwriting, and by the persuasion of some older heads he forged a check of \$2,000 from the firm he was with. The check passed the bank undetected; but when it was returned to the firm the forgery was discovered and traced to Stephen. It was then that Ellen proved herself the noble woman I believe her to be. She was suffering already for her brother's crime, having lost her place as organist, and most of her music pupils having left her. Despite all this, she went to the firm and pleaded for the lad. They agreed not to prosecute, but to allow the boy to leave the town and go to an uncle who was willing to give him another trial in a western city, if Ellen would pay the \$2,000 and interest within two years. She undertook the task. Stephen was sent to his father's brother, where he is doing well, and Ellen came here, hoping for higher wages than she could get in her own town. With the rent of the house and what she saved here she

has paid it all, the last installment being acknowledged in a letter I handed her yesterday. You can understand why she could not take even a few dollars to subscribe for a present to me when I tell you the two years expired on the day when the last hundred dollars was received. Ellen went home this afternoon, her task finished. Out of the sum I paid for the last week of her toil here, she begged my acceptance of the copy of Longfellow, on the table beside you, asking me to believe she was grateful for all my kindness to her."

One cheery morning the train through Lenwood left a single passenger at the village station. He was a tall, handsome man, dressed well without foppishness and he inquired of a man at the station for the residence of Miss Churchill,

"The first cottage as you turn the second street from here," was the reply.

It was soon found, and at the gate the traveler halted. The windows were open, and he could see the tasteful parlor. Near the window stood a handsome woman, trailing a vine over a network of string. Her face was partly averted, but the man could see that all the pallor and sadness of the past were gone. Suddenly some inner sense seemed to tell Ellen she was watched. She turned and saw Walter Rodman looking earnestly, wistfully at her. A quick flush swept across her face and her eyes lighted gladly as she came forward to meet him.

"May I come in?" he asked, opening the little gate.

"I am very glad to welcome you," she answered and then extended her hands as he sprang lightly up the steps.

It is not fair to repeat lover's talk. Suffice it that before Walter left the little cottage he had won the dearest wish of his heart; and when summer roses bloomed Ellen became the bride of the junior partner of Meredith & Co.

CONTEMPT of Court—When the younger brother makes faces at his sister's lover.

DEACON—"Boys! boys, you shouldn't play marbles to-day. Sunday's a day of rest, you know." Spokesman—"Yes, sir, but we ain't tired, sir."

"WHAT is civil service, Mr. Bulger?" asked pretty Miss Lilian of her suitor, who was a down-town politician. "Well, it is a civil way the Government has of getting rid of office seekers," he answered. "Can young ladies use it, too?" she asked. Bulger never called again.

"WHEW?" exclaimed Crimsonbeak, surprised on entering his sleeping apartment to find his wife waiting for him the other morning at two o'clock, "those stairs almost take my breath away." "Well, I wish they would," replied his displeased wife, catching the odor of the club man's evening beverage.

THE ELF CHILD.

Little Orphan Annie's come to our house to stay,
 An' wash the cups an' saucers up, an' brush the
 crumbs away,
 An' shoo the chickens off the porch, an' dust the
 hearth, an' sweep,
 An' make the fire, an' bake the bread, an' earn her
 board-an-keep;
 An' all us other children, when the supper things
 is done,
 We set around the kitchen fire an' has the mostest
 fun
 A-list'nin' to the witch tales 'at Annie tells about,
 An' the gobble-uns 'at gits you
 Ef you
 Don't
 Watch
 Out!

Onct they was a little boy wouldn't say his pray'rs—
 An' when he went to bed at night, away up-stairs,
 His mammy heerd him hollar, an' his daddy heerd
 him bawl,
 An' when they turn't the kivvers down he was't
 there at all!
 An' they seeked him in the rafter-room an' cubby-
 hole an' press,
 An' they seeked him up the chimbley-flue, an' every-
 where, I guess,
 But all they ever found was thist his pants an'
 roundabout!—
 An' the gobble-uns 'll git you
 Ef you
 Don't
 Watch
 Out!

An' one time a little girl 'ud allus laugh an' grin,
 An' make fun of ever' one an' all her blood-an'-kin.
 An' on 'ct, when they was "company," an' ole folks
 was there,
 She mocked 'em an' shocked 'em, an' said she didn't
 care!
 An' thist as she kicked her heels, an' turn't to run
 an' hide,
 They was two great big Black Things a-standin' by
 her side,
 An' they snatched her through the ceilin' 'fore she
 knowed what she's about?
 An' the gobble-uns 'll git you
 Ef you
 Don't
 Watch
 Out!

An' little Orphant Annie says, when the blaze is
 Blue,
 An' the lampwick sputters, an' the wind goes woo-oo!
 An' you hear the crickets quit, an' the moon is gray,
 An' the lightnin' bugs in dew is all quenched away—
 You better mind yer parents, an' yer teachers fond
 an' dear,
 An' cherish them 'at loves you, an' dry the or-
 phant's tear,
 An' he'p the po' an' needy ones 'at clusters all about.
 Er the gobble-uns 'll git you
 Ef you
 Don't
 Watch
 Out!

—James Whitcomb Riley.

HIS HONOR AND BIJAH.

Detroit Free Press.

His Honor was there in his accustomed place and the Clerk sat at the same desk, but when men looked for Bijah they found a strange officer exercising his functions. They marvelled much at this, and they whispered together, but it was only when his Honor rose up with tears in his eyes that the truth was known.

Bijah was dead!

Our Bijah—your Bijah—the good old janitor whose name was a household word in every land where the English language is spoken.

We who knew him in the flesh forgot that he was growing old—that the years had slipped past until the burden was a heavy one to bear. We sometimes remembered that he was wifeless—that his few surviving relatives were scattered—that he was a man without a home, but he did not grow old to us. The frosts of old age touched his scant locks, and wrinkles came to testify that he was descending the path of life, but we would not have it that he had become an old man.

Verily, a diamond in the rough. As a child he sat in the shadows of poverty; as a youth he had no advantages of education; as a man he must solve the problem of life with brawn and muscle. And so he came to the public a diamond in the rough, but he brought with him such a big heart, such good nature, and such a fund of sympathy for the erring and unfortunate that the men and women and children of America forgot his rough points and became his friends and defenders.

And he is dead!

A thousand lost children have been taken kindly in his arms, their tears of fright wiped away with fatherly hand, and his soothing voice has said to them: "I will soon take you home to mother." Women whose lives have been a struggle with poverty and despair have come to him for kind words and for bread, and not one has ever been refused. Men who had been unfortunate have found in him an honest sympathizer and a kind adviser. In his goings and comings his cheerful voice and big heart made the world better.

And to-day he lies in his last resting place—old, poor in purse, with no grand procession of carriages—but with more hearts sorrowing than we can number. There will be no monument to mark his grave, but it will be remembered for all that. When the world owes a debt of gratitude it does not repay it in cold and unfeeling marble.

How often this old man lying dead—this man with such a heart as the world seldom hears of—has pleaded with Justice to give the young and unfortunate, the old and despairing, one more opportunity to retrieve themselves, we who have seen him daily

LUCRETIA MOTT recognized her husband as the treasurer of the family firm, but she did not hesitate to draw "orders." Miss Anthony tells how Lucretia once said to her, "Susan, I am going to give you fifty dollars to carry on the work." Then, turning to James Mott, she said, "Out of that corner of your pocket-book where you put my pay for keeping your house, mending your clothes, etc., please hand Susan the money." James was too just a man to withhold his hand.

know best. How many owe to him as much as themselves the fact that they are living in the sunshine of honest life to-day we will not say. It is a grand eulogy on the dead to say of him: "He wronged no one—all were his friends."

And that big heart has stopped its beating, and that gruff voice, of which children even were not afraid, will be heard no more on earth. If he did not profess Christianity—if not found upon his knees among praying men—if his voice did not sing the hymns of salvation—he had in his heart charity, sympathy, forgiveness. That was the record he took with him into the valley of the shadow—across the dark river to the brighter shore. By it he will be judged, and a thousand hearts will plead: "May he find peace."

A BRAKEMAN UP IN ARISTOTLE.

Chicago Herald.

One drummer held in his hand an unlighted cigar. Another drummer asked that the cigar be given him.

"I will," was the reply, "if you will first tell me correctly what is to become of it."

"All right. I predict that you will not give it to me."

"Now see how stupid you are. If I should give it to you your prediction would be false. And, your prediction being false, according to our agreement I keep the cigar."

"But, stay there," replied the other; "if you keep the cigar my prediction is true, and the cigar must be mine. My prediction cannot be proven false unless you give me the cigar."

"You have lots of gall to think you can get something for nothing."

"You have lots of nerve to stand up here and refuse to carry out your agreement."

"You're a liar."

"You're another."

"You—"

"You—"

"Here!" cried the brakeman, "no fighting here. What is the row about?"

The case was duly stated to the brakeman. That individual scratched his head, wiped the coal soot and perspiration from his lip with his gloved hand, and, after great deliberation, exclaimed:

"Give me the cigar."

The cigar was handed to him.

"This is a very interesting case," he said; "it reminds me of the syllogisms of Zeno, which we used to study at the round house on the problem of cause and effect illustrated by the example of two double-header freight trains trying to pass each other on the same track, or the similar but more abstract problem of what is the result when an irresistible force comes in contact with an immovable body. But, gentlemen, as Aristotle used to say—oh, have you got a knife about your clothes?"

Drummer No. 1 produced a knife, and with it the brakeman cut off the end of the cigar.

"As Aristotle used to say, that is a *reductio ad absurdum*—a two-and-two make five case. But as Plato observed in his work on color blindness and bolted frogs, the impossible is possible only with the impossible; and—by the way, have you got a match about your clothes?"

Drummer No. 2 produced a match.

"And now," continued the brakeman, addressing No. 1, "you promised to give this cigar to No. 2 if he would correctly guess what would become of it?"

"Yes."

"Well, he guessed that you wouldn't give it to him, and, as you haven't given it to him, according to your promise the cigar no longer remains yours."

"Yes."

"And now, you other fellow, you think the cigar is yours because you correctly guessed what this man would do with it?"

"Yes."

"But if he should give the cigar to you then your guess would be a false one, and, according to the contract, the cigar would not be yours."

"Yes."

"Now you see, gentlemen, that the cigar belongs to neither of you. I think (puff, puff)—I think it is (puff, puff) a good cigar. Good-day, gentlemen, and if you have any more syllogisms to quarrel over please let the stakes be a house and lot or a diamond ring, and I'll be glad to settle the dispute for you."

And as the two drummers looked at each other out of the corners of their eyes, the brakeman walked proudly away, exclaiming:

"Smartville! The next stop is Smartville!"

KINDER TIRED.

Any farmer's wife would feel "kinder tired" under circumstances like those named below. The exchange from which we take the incident gives it as a joke, but it was no joke to the farmer's wife who had been made but little better than a beast of burden:

Farmer (to physician)—"If you git out my way any time, doctor, I wish you'd stop and see my wife. She says she aint feelin' well."

"What are some of her symptoms?"

"Well, I dunno. This mornin', after she'd milked the cows, and fed the stock, and got breakfast for the hands, and washed the dishes, and built a fire under her soft-soap kettle, and done a few chores 'bout the house, she complained o' feelin' kinder tired. I shouldn't be s'prised if her blood was out o' order, and I'd hate to have her git down sick, with the busy season just comin' on. Mebbe you'd better give me a dose of medicine for her."

A YOUNG SKEPTIC.

Boston Record.

In the suburban neighborhood of C— there is a half witted boy, not quite foolish enough to warrant packing him off to a lunatic asylum, but not largely gifted as to wits. All the children know him. His name is Melchisedec.

There also lives in this neighborhood a very bright boy of six, Harry C— by name, who is the wonder and pride of his parents and grandparents. His grandmother has constituted herself the guardian of his morals and the superintendent of his religious education. She finds no end of work in combating in him the skeptical tendencies of the age, which, she thinks, are "born in" the rising generation.

The other day Harry came in with a tale that his Aunt Mary had sent down word for him to go over to her house and stay through the afternoon.

"Well," said the grandmother, "if your aunt has sent for you, I suppose you may go."

He went. Towards night his aunt brought him home, and it presently transpired that no invitation had been sent for him. He had invented the whole story.

It was a grave crisis in the boy's career, the grandmother felt. She took him aside and labored with him. She told him the story of Ananias and Sapphira. "And now you must never forget," she said, "that the Bible tells us that they were struck dead for telling a lie."

"Grandma," said the boy, after he had taken it all in, "how that story would scare Melchisedec! But you know it don't scare me a bit."

WORKINGMEN AND MUNICIPAL AFFAIRS.

American Machinist.

The employes of the Singer sewing-machine shops at Elizabethport, N. J., are just now getting a lesson on the relations which workingmen hold toward municipal matters, that may be valuable in many other communities.

Extravagance and corruption in conduct of local affairs have borne fruit in that city, just as they may be expected to bear fruit in any city or town that permits them, whether on a partisan or non-partisan basis.

Notwithstanding the enormous indebtedness of the city to the Singer concern, on which neither principal nor interest is paid, the city holds itself restrained by law from offsetting current taxes against it, and has forcibly levied upon property of the company for "arrears" of taxes.

Without in any manner meaning to justify the subsequent action of the company, or to discuss the ethics of their procedure, it is interesting to note one item in the company's plea. In closing their Elizabeth shops (whether as a measure of necessity or retaliation

is not material to the point we are considering), the officials of the company remind their employes that they, too, are not altogether without responsibility in the premises. The company's complaint against the present action of the city officials, who may, perhaps, have no choice under existing law, is capable of wider application, in so far as it reminds their three thousand employes that they are citizens, whose votes may make and unmake city officials, and, even in a city much larger than Elizabeth, would be sufficient in number to turn the scale in most local contests.

We are not informed as to the special responsibility of the present employes of the Singer shops for the past misgovernment of their city.

It may be said, however, that workingmen in general, as well as employers, must bear their full share of responsibility, if they allow their votes to be used as a means of elevating corrupt men to local office. The state of affairs, which is illustrated by Elizabeth's bankruptcy and distress, may easily, under similar circumstances, find equally forcible illustration in other manufacturing centers.

HOW HE KNEW.

Farmer Smith Proves That He Knows All About a Swindling Dodge.

Youths' Companion.

A great man once wrote: "After the sting of folly has made men wise, they find it hard to conceive that others can be as foolish as they have been." An amusing instance of this occurred recently, at a country agricultural fair.

There was a man on the grounds wrapping ten and twenty-dollar bills in small packages of cleansing compound. The packages containing the bills were then thrown loosely into a box containing a number of packages of the compound alone. "For only one dollar, gentlemen," the spectators were allowed to select six of the packages, with "almost an absolute certainty," as the glib vender said, "of drawing one or more of the packages containing the bills."

It really seemed an easy thing to pick out the valuable packages. The soap man did it easily. But, strangely enough, none of the bystanders could do it. One man spent five dollars, and drew forth nothing but thirty packages of the worthless soap.

Walking moodily away, he met a neighbor, who accosted him thus:

"Hello, Johnson! What makes you look so blue?"

"Oh," replied the dejected Johnson, "I've lost five dollars in that plaguy soap man's scheme."

"Well, well," said Neighbor Smith, "I'm amazed that a man of your age had anything to do with a humbug of that kind."

"I don't b'lieve it's a humbug," said Mr. Johnson. "I'm out of luck, that's all."

"Bah!" was Smith's contemptuous retort. "It's a glaring humbug clear through."

"How do you know it is?" asked Johnson.

"How do I know? Why, man, any one with eyes in their heads ought to see that. How can a man sell twenty-dollar bills for a dollar?"

"Well, it looks fair enough," said Johnson, doggedly.

"Oh, yes," sneered Smith, and then added, patronizingly. "But don't you be deceived by looks, Friend Johnson. I could have told you long ago that the man was a fraud."

"How did you know?" persisted Johnson.

This seemed to mettle the eruditè Mr. Smith, thoroughly, and he angrily and thoughtlessly cried out:

"Know, man, know? How do I know that he's a scoundrel? Why, man, I—I—aint I lost five dollars on the thieving trick myself?"

To this might well be added Horace Greeley's truthful remark: "The gloomiest day in any man's career is that wherein he fancies there is some easier way of getting a dollar than by squarely earning it."

ZALINSKI'S AIR GUN.

It Sends One Hundred Pounds of a Very High Explosive Two Miles Through the Air.

New York Sun.

The steamboat John E. Moore carried Tewfik Pasha, the Turkish Minister, the Chinese Minister, several foreign Consuls, and many other persons down to Fort Lafayette yesterday to witness experiments with the new pneumatic gun in throwing a high explosive through the air. The gun consists of a wrought iron tube lined with brass. It is sixty feet long and has an eight-inch bore. Air at a pressure of 1,000 pounds to the square inch is let into the tube behind the projectile, to force it from the tube. The projectile consists of a brass tube, forty-five inches long filled with the explosive, nitro-gelatine. At one end is a cap shaped like a rifle bullet and at the other a six-foot wooden tail that serves to keep the projectile end on, like an arrow. The whole weighed 209 pounds. The charge is exploded by a minute electric battery in the front end, which becomes active when the projectile plunges under the water.

The spectators stood around and charged projectiles while Lieutenant Zalinski explained their structure and then went out on the south side of the old fort where the gun is. It was supported at an elevation of about thirty degrees by a frame work. Under the frame work were eight long iron cylinders which contained compressed air. A projectile loaded with sand was hoisted up and shoved into the breach of the tube,

which was then closed. Then everybody looked intently at the muzzle of the gun while the Lieutenant gave half a turn to the crank. With a shriek that could be heard two miles away, the arrow-like projectile climbed up toward the clouds, and finally dropped with a splash into the water two and a quarter miles down toward the old buildings at the Quarantine Islands.

A second sand shell was sent off, and then the company went on the boat and were carried over to a place near where the projectiles struck the water in order that they might the better see the wreck of a nitro-gelatine shell. Two shells, containing fifty pounds each, were first fired, followed by one containing 100 pounds. The spectators could plainly trace the flight of each. The first disappeared without leaving any other trace than was left by a blank projectile. The second one went down in like manner, and when everybody was thinking that this one also had failed to explode the surface of the water became covered with foam. The shell, it was explained, had exploded in the mud about eighty feet below. Then after a long wait, the puff of frozen vapor from the mouth of the gun indicated that the shell with 100 pounds of explosive was on its way. It came along with a wabbling flight until it plunged into the water only a few hundred yards astern of the little steamboat. The water closed over it, but in an instant a column of spray rushed 150 feet straight up in the air, while the waves danced for fifty feet around. A dense cloud of yellow smoke rose in the midst of the spray. A report like that of a big cannon was heard, and then the water became quiet again. It had been demonstrated that 100 pounds of the most powerful explosives could safely be hurled two miles through the air by the force of compressed air, and then fired under the water at the moment desired by the gunners. The shell that failed to explode will be recovered.

An Uncomfortable Husband.—Mrs. Honeytoun: "I don't know what present to give Augustus this year, mamma. He's so sensitive. Last Christmas he wouldn't speak all day because he took the ivory-backed brushes that I gave him as a hint that he didn't keep his hair tidy. The year before, when I gave him a purse, he told me he never lost any money; and when I gave him a walking-stick on his birthday, he hoped he was not quite a cripple." Mamma: "Well, dear, give him a set of razors." Mrs. H. (horrified): "Not for worlds! He'll imagine directly that I want him to commit suicide." —*London Paper.*

An anxious inquirer asks: "Where would you advise me to go to learn how to play the piano?" To the woods, dear—to the deep, dark, damp, dank, dangerous woods.

LIFE UNDER WATER.

An Old Engineer Relates Some of His Experiences.

"Life under water monotonous, eh? Well, I guess not. At least, I don't find it so. I've been there fourteen years, off and on, and have always managed to find enough to occupy my time and attention." The speaker was an engineer on one of the great ocean steamers, and as he made that remark to a New York Tribune reporter, while standing on the pier before his vessel, he readjusted his loose blouse with an awkward jerk and gave his head a confident twitch.

"A fellow needn't let time lag on him anywhere if he only has his eyes open," he added. "Now, to some it would seem almost unbearable to watch the continuous throb of the machinery of a large steamer and hear nothing but the everlasting 'click, click,' of the piston rods and levers, but to me they sound like music. I've become partly dulled and insensible to them, but even now I often sit still and watch and listen to their never-varying beats with that sort of satisfaction which a musician feels when he runs his fingers mechanically yet skillfully over the keys of his instrument. His satisfaction arises from the fact that he has the instrument entirely under his control, and mine comes from a similar cause. With a touch of my finger I could propel thousands of tons at almost any speed through the water, or send a hundred lives into eternity. Indeed, I feel that I am the sole responsible party on board for the lives of the passengers, as it remains with me to keep my machinery in such perfect condition as to withstand any ordinary sea or rough storm."

"And again, I take pride in keeping everything around me shining like burnished gold. If a spot of grease or dirt gets on the rods or handles of any part of the machinery it can not escape my notice long. I go over every part of the engine room twice a day, and rub the brass and steel rods with as much pleasure as though I owned the steamer myself. I sometimes amuse myself in keeping a record of the number of miles we run an hour and comparing it with the records of previous trips. I have on a book in the engine room a curious table of dates and figures which shows to me the exact time for every mile made by different steamers I have engineered across the ocean for the last fourteen years. If anything more than usual occurs I jot it down opposite the date and so make a sort of diary of it. It speaks volumes to me, and recalls many interesting memories. For instance, I was looking through it the other day, and I found opposite November 10, 1875, a reference to a visit from Chinamen. The incident was recalled to my mind in a moment, and I laughed heartily over it to

myself. This is what it meant: One day while lying in port we were visited by several Chinamen who were anxious to inspect the ship. They were an ignorant set, and had never seen any machinery worked by steam. The Captain was a good-natured fellow and allowed them to come below, although they experienced some doubts as to the advisability of so doing. They were very timid, and it took some time for me to convince them that the machinery was harmless. Finally I got two of them to come close to the heavy driving rod, which you know on a large vessel is an enormous piece of iron. Suddenly without warning, it gave a start forward, and, accompanied by a loud puff of steam, leaped fully ten feet above our heads. Angry at my assistant for letting on steam without my knowledge, I turned to speak to him, when my attention was attracted toward the stairway. The last two Chinamen of the party were making frantic endeavors to jump up half a dozen steps at a time. The rest had disappeared, and before I could get on deck the whole crowd had got into their boat and started for the shore. No amount of persuasion could ever get them to return to that ship, which they claimed was alive. It was a mean trick, but it has afforded me many a good laugh since."

"DIDN'T KNOW MARY."

We were winding down in one of the mountain roads of Tennessee in a cart drawn by a mule, says the Detroit Free Press. The land was barren, the cabins no better than hovels, and it was a query how people made a bare living or were content to stay. By-and-by we came to a turn in the road where there was a trough to water horses and mules and a cabin of a settler. The cabin was the poorest of all, and nothing around it indicated that the owner made any attempt to cultivate the soil. We reached the place just in time to witness a tableau. A woman, poorly dressed and her face bearing the look of one who had seen much worry and suffering, stood near the trough, and a satchel filled with clothing sat on the ground beside her. Five feet away stood her husband, a burly, tough-faced mountaineer, and he held a switch in his hand. Neither minded us as we drove up, and it was a full minute before the husband said:

"Mary, I'll wallop ye!"

"Jim, ye dasn't!" she replied

"Mary, you can't leave me, nohow!"

"Jim, I'm gwine ter do it! I've starved an' suffered till I'm clean gone! I'm going home."

"Mary if you don't take up that satchel and march in I'll wallop ye good and stout!"

There were two of us beside the driver. The woman looked up and scanned our

faces, as if to judge how far she might count on our help, and the driver said:

"Tan't rulable for strangers to mix in, Mary; and Jim's got a knife and would kill somebody. Better go in."

"Never!" she hissed.

"If you don't," said the husband, as he came a step nearer, "I'll make the fur fly. Take that!"

With a swish he brought the switch down across her shoulders and raised it again. She stood stock still for a minute and looked him in the eye, and then walked into the hovel.

"Rayther peart, but the gad will cure her!" grinned her husband, as he drew the switch through his finger.

His triumph was short-lived. In sixty seconds Mary reappeared. She had the mountaineer's heavy rifle in her hand, and as she came out she raised it on a line with the man's heart.

"Jim, I want you to git!"

"No-o!"

"Sartin."

"Shoo! Can't do it!"

Click! Click!

"Mary, what yer going ter do?"

"Kill ye like a wolf in yer tracks if ye don't walk away."

"Whar to?"

"Nobody keers. Go somewhar—keep goin'—don't never come back! Hurry up, fur I'm going down on the stage!"

He looked into her eyes and saw the change. Poverty and brutality had come to an end. Love had turned to disgust, and in place of fear was such bravery as he would not have looked for in a man on the road. He saw "shoot" in her eyes, but he still hesitated.

"Mary, drop that rifle!" he whispered.

"Jim, git! If you are here when I've finished counting twenty, I'll kill you as sure as there is a God in Heaven!"

He began backing away. When he had gone ten feet he turned and walked. When he had gone 100 he halted, wheeled about, and after a long time muttered: "Wal, by gosh! Mary, let's make up!"

"Keep a-gittin', Jim," she replied, as she still covered him with the rifle.

In five minutes he was out of sight up the road. The woman placed the gun and satchel in the cart, walked into the hovel to be gone two minutes, and when she came back to the cart and took a seat with us, flames were creeping through a hundred crevices between the old dry logs. Without a word she climbed in and only once during the five-mile ride did she utter a word. At a bend in the road she looked back at a pyramid of smoke and flame wrought by her own hands, and said, as if to herself:

"Jim didn't know Mary; Jim didn't."

INDIVIDUAL WEALTH.

Rev. Dr. Crosby Would Restrict the Rich to a Fixed Maximum.

Dr. Crosby in John Swinton's Paper.

Limitation of personal wealth in degree is as reasonable as limitation in kind. Where possession in kind is dangerous, the law puts limits. Why should it not put limits where possession in degree is dangerous? I can not keep dynamite in my house, I can not sell gun powder, I can not keep pigs in my yard, I can not own cholera or small-pox rags, I cannot own a rickety house. In all these cases the law will punish me, and take away my property. And justly, because I am an injury to the community in holding it. Now, if my holding an estate that is dangerous, from its vastness, is forbidden by law, where is the injustice? All that must be proved is its danger. Laws should be made cautiously, and no mere jealousy should find place in them.

But if it can be proved that colossal fortunes are perilous to the well-being of society, laws limiting fortunes would be perfectly just. That such fortunes are perilous to society and the State is proved *a priori*, from the fact that they gave a controlling political power to men not chosen by the people to exercise that power. It is a power to buy up Legislatures, to purchase immunities for outrages, to defy public opinion and to make justice impossible. And it is proved *a posteriori*, from innumerable examples in the history of legislation in our own country, where gigantic monopolies have been fostered, to the oppression of the poor, and a system of "corners" has been maintained by unrighteous laws and the failure to pass righteous ones.

It is a common cry with these rich men and corporations that the laws of trade, etc., will take care of themselves. This they cry when legislation for the poor is talked of, when it is suggested that we should have wages secured and co-operation supported by law. But all the time they are not leaving the laws of trade, etc., to take care of themselves, but they are filling every State Legislature with their lobbyists and dining and wining the legislators and procuring legislation to favor their own greedy and extortionate plans.

The land is full of this gross injustice, and the enormous accumulation of capital in a few hands is the cause of it.

It is high time that the wise and impartial men should, by careful study and counsel, devise a righteous plan to curb excessive wealth for the sake of the country's peace and prosperity. The reform should be no impulsive measure. Such a remedy would be as bad as the disease. The principles of justice should govern throughout. The amount of wealth to be allowed one man, the method of avoiding trickery by which

several would hold property for one, the right mode of preventing accumulation, and the exclusion of opportunities for mere spite and annoyance—all these would be subjects demanding sober, honest, faithful discussion; but they should not be ignored and neglected because of the difficulties in them.

TRAPPING HUDSON BAY SABLE.

Great Skill and Experience Required—Construction of a Trap—The Fur.

Brooklyn Eagle.

Foremost in the list of the fur traded by the Hudson Bay and other companies is the Hudson Bay sable (*mustela Americana*). The pine marten, or sable of northwest America, is not esteemed so valuable as the sable from Russia, known to naturalists as *mustela zibillina*; but there is no doubt that the two species are in reality one and the same, the difference of temperature and other local modifying causes, readily accounting for the better quality of the Russian fur. About 120,000 skins are brought over to England alone every year by the Hudson Bay company. Marten trapping requires great skill and experience. The favorite haunts of the little robber are the pine forests, especially where dead or burnt timber abounds. Its food consists of anything it can catch by craft or cunning, young birds and eggs, squirrels and rabbits.

The trap most frequently used is a fall trap. It is of Indian invention and a very ingenious contrivance. A half circle is first built of large stones to the height of about three feet; then a heavy tree is laid across the entrance, one end being raised and supported on a contrivance very like the figure of four trap, used by boys for catching small birds, a dainty bit of rabbit or a ruffed grouse, skinned, is hung on a projecting stick, built into the back of the semicircle of stones. The little poacher can only get at the bait by creeping under the tree, then seizing it, and finding himself unable to pull it down he backs out, tugging the string to which the bait is attached along the stick, on which rests the figure of four, supporting the tree. Just as the center of his back comes under the fall or tree, he looses the support by tugging the meat off the stick, when down it falls on him, killing him instantly, but doing no injury to the fur.

The winter fur is by far the most valuable, and the Indians say the first shower of rain after the snow disappears spoils the marten. The animal is skinned somewhat like a rabbit, the skin being inverted as it is removed, then placed on a flat board and so dried in the sun. A good marten skin is worth in the trade from \$2.50 to \$3.00. Very fine martens come from the western slopes of the Cascade and Coast ranges of mountains; the further north the darker and better are the skins.

A BEAUTIFUL SYSTEM.

San Francisco Chronicle.

One of those gentlemen who peddle odds and ends, and oscillate between suspenders and neck-ties, carried about in a basket and offered to people who don't want them at very low prices, found his stock running low. He strolled into an establishment devoted to the sale of sundry useful but carefully-hidden articles of men's apparel. He was shown up to the fourth story, where the senior partner of the firm was very busy.

"Vat do you vant for your suspenders?" said he.

"Buttons," said the partner.

"But vat do you sell your suspenders for?"

"To hold up trousers."

"But how much do you charge?"

"Two dollars and a half a dozen."

"I'll give you a dollar and a quarter."

The proprietor incontinently took him and threw him down a flight of stairs. He landed on the third story, where the junior partner chucked him down another flight of stairs, where the managing clerk received him and threw him down to the ground floor. There the janitor took him and flung him into the street. He shook himself together, and turning, looked up at the building admiringly. He rubbed his hands and soliloquized:

"Vot a bootiful system they have in dot establishment!"

TWO HUNDRED MILLIONS.

Chicago Herald.

Two hundred millions! What are they? Who can compute their power for good or evil? Who can imagine them in a single pile or grasp the responsibilities involved in their possession?

Two hundred millions are one-tenth of the national debt at its greatest figure. They are more by \$20,000,000 than the entire customs revenues of the United States, and they are considerably in excess of one-half of the entire revenue of the republic from all sources. They would support the United States army of 25,000 men for five years, pay the 350,000 pensioners for three years, run the naval establishment for ten years, build a double track railroad from New York to San Francisco, and give every man, woman and child in the United States \$4. Five per cent. interest on them would yield an income of \$10,000,000 per annum, enough to support every charitable institution in America not of a public nature, to build asylums and hospitals for the world in fifty years, to educate, feed and clothe the deserving poor forever, and to make such a thing as a slum unknown in any city of the republic.

The man who controls a fortune like that is not to be envied unless he does some good with it.

TRUE COURTSHIP AND MARRIAGE.

Brooklyn Magazine.

Marriage should be made a study, and every girl or man—for the latter are as often at fault—should so consider it. Courtship is too often looked upon as a season of mere pleasure, its chief objects to be wooed, charmed and caressed, rather than a period afforded for a judicious selection of a life companion, a time when habits, tastes, opinions and modes of thought and feeling should be learned. A writer has truly described courtship as a voyage of discovery or a court of inquiry to see wherein and to what extent there is harmony existing between the twain interested.

And this is true courtship. Instead of sentimental moonshine and meaningless gush, let the youth endeavor to learn whether the young girl at his side, and vice versa, is the one whom, of all the world, is best adapted to make the journey of life with him. Love, but love not blindly, so that no stumbling block may be left to become a torment after marriage. Ascertain well before marriage who and what is the young girl or man upon whom your affections are centered. Employ calm and careful consideration.

To the young girl marriage is a world from which she cannot return; let her then be careful with whom and under what circumstances she enters it. Let not hot haste or blind stupidity bring for her a life of unhappiness and misery. As men and women prepare themselves for the different professions, trades and callings in life, so likewise let them prepare themselves for entrance into that grand social institution of humanity, whose laws and relations are of momentous importance to the race.

NOT SUCH A BIG SUCKER AS HE LOOKED.

Chicago News.

"There he comes; just saw him lose five-teen hundred up-stairs." He was tall and wide and brawny, and the sleeper-snatchers at the entrance to Hankin's gambling den opened a wide path for him. He looked up Clark street, then down. His red-eyed gaze met nothing to compensate, nothing to compose him. Wandering back from the scenes of the thoroughfare it fastened savagely upon the parcel of well-dressed hangers-on at either side of the door. They all had nobby canes, rolled-plate watch-chains and brightly polished shoes. His brows knitted, his mouth puckered and the cords of his neck bulged out. The gentle tin-horn gamblers saw what was coming, but too late. A crescent-shaped volume of tobacco juice descended from between the molars of the prodigious man, and with rainbow-like effect settled down upon half a dozen checked cassimeres and plaids and twice as many Oxford ties before the wearers could

retreat. The offended gamblers moved off to a respectful distance and administered to one another's soiled misfits. To all outward appearances the prodigious man had expectorated in a mere perfunctory manner. He chewed away grimly for a few moments, turned his pockets inside out, muttered something about his infernal luck, and strode briskly north on Clark street, as if he had resolved to leap from the bridge into the ice-floes of the river. At the Randolph street intersection he glanced west and observed, in the cold shadow between the county elephant and city hall, a piece of mechanism which had a round, padded plate at one end of an iron bar and a perpendicular indicator at the other. He sneaked over to it with the stealth of a dog-catcher.

"Watcher call it?" he asked.

"Punchin' machine; show's how hard y'can hit," was the owner's reply.

"H'much f'r'a plunge?"

"Nickel."

He reversed his pockets again, this time with success. "H'much will this jim-crow thing stand?"

"Seven hundred pounds."

"You'll have ter look out fera new mer-shine in a sec'nd or two. Here's my last nickel."

The prodigious man squared off, gathered himself like a horse about to leap a hurdle, and lunged at the padded plate. A mighty crash succeeded the blow, and over went the machine in fragments.

He touched the dazed owner on the shoulder. "See heeyer, I'm not so all-fired a big sucker as I look. I'm bust, just now, but 'f ther's any fees or damages drop me a postil card, 'Jim Shellback, g. d.. Deer Lodge, Montany,' an' I'll send th' stuff. Trul-lu!" and the Montana Samson turned around into LaSalle street, smiling with the contentment of a man who has never seen a faro table.

THE wife of General Sheridan was born in an adobe house at Albuquerque, N. M. The house in which she first saw the light contained one small grated window, a mud chimney in the corner and a heavy door hung on wooden hinges. Major Rucker, her father, was Quartermaster of that military post at the time, and the infantile years of Mrs. Sheridan were passed among the rude scenes of a frontier army camp.

At a recent gathering in St. Louis, General Sherman was present. Said a young lady resident. "He doesn't look like a literary man." "Oh, he isn't!" replied another young lady resident. "Didn't he write 'School for Scandal'?" "Mercy, no! You are thinking of General Sheridan. He is not here to-night."

Woman's Department.

EDITED BY IDA A. HARPER.

WOMEN WHO WORK.

"The man who marries me need never expect that I will keep house for him. He must understand that before we are married. I have no taste for housekeeping and I would not tie myself down to any such drudgery." I looked at the speaker with some curiosity. She was about twenty-five years old, stylishly dressed, well-educated and agreeable in manners. For a number of years she had been earning her living at a very pleasant and remunerative employment and, as is sometimes the case, had acquired a distaste for the daily routine of housework. But what a foolish girl to make so inpolitic a speech! It would ruin her chances for matrimony if heard by the opposite sex. The average man has lofty ideas of a woman's duty in regard to housekeeping and, although he may never be able to provide the house, still that would not excuse her want of knowledge, according to his theory.

If a girl harbors such sentiments as the above let her bury them deep in her heart and put a seal upon her lips. It would sound just as sensible to hear a young man say: "The woman who marries me need never expect that I will support her. I have no desire to work myself to death in order to provide for a family." When our first parents committed that little indiscretion in the Garden of Eden, and God pronounced his everlasting curse, the woman's share of the punishment was expressly stated to consist in bearing children, while man was to "earn his bread by the sweat of his brow." Although nothing was said about it one would naturally suppose he was to earn the woman's bread in the same manner. But things have become wonderfully mixed up and perverted since those primitive days, and the natural order of affairs seems to be, that women shall bear the children and also do a considerable part of looking after the daily bread. It is not worth while to inquire who is to blame for this doubling of women's burdens. The case is outlawed by this time, and indeed one cannot very well understand how a man could go out in the world and make a living, and at the same time attend to the household duties at home, although that is what thousands of women are forced by necessity to do.

It seems more probable that the original plan was intended to be a division of labor, and because women were given the burdens of maternity, their tasks were to be lighter than those of men, and they were to be pro-

tected and cared for by men. If women in their original sphere had always been treated with absolute justice and had been recognized as equals and not inferiors, if men had fully and conscientiously carried out their part of the covenant, this demand for "women's rights" would never have been heard of. Men were unable or unwilling to do this. Women felt their dependence, their helplessness, their subjugation. In many instances their labor at home received no adequate recompense. The world looked very wide and seemed full of opportunities. One by one they hopped over the edge of the nest, timid at first and keeping close to home, but finally spreading their wings and flying over the length and breadth of the land. There are to-day in the United States three million women earning a living. This number will never grow less, but will constantly increase.

Although every step of this ground has been contested, you will scarcely find either man or woman so conservative as to wish to close to women any avenue of employment which has been opened to them. Since this advance movement was begun there has never been a retreat. This question of woman's work in the world, offers endless topics for discussion, two of which we will consider for a moment. First: Should a woman continue in business after she is married; and Second: Do the various employments in which women are engaged give them a distaste for housekeeping? Either of these questions is almost a part of the other, and can scarcely be answered in such a manner as that individual cases will not make an exception. As a rule, when a woman marries she should give up any regular outside occupation. A woman should not marry a man who cannot support a family comfortably, and if the husband can do this then the wife should resign her former position to those women who are obliged to support themselves. To properly fulfill every obligation of wifehood and motherhood will require all of a woman's time, strength and ability. She who attempts a profession or trade in addition to home duties defrauds one or the other. There may be exceptions; a woman may have no children, or the daughters may be old enough to assume the domestic responsibilities, or the husband may have business that keeps him away from home most of the time, leaving the wife in a boarding house, but in twenty years' observation I have never known half a dozen instances where the wife and mother was engaged in outside business but that it was felt in many unpleasant ways in the family. A thousand little nameless duties must be neglected and yet every one is an important part of the whole which makes home what it should be. But perhaps the worst feature of all is that she becomes tired, harassed, nervous

and irritable from the overwork and double strain and, through this inevitable result, destroys her own happiness and that of the family circle. Of course in this brief notice we have considered the question solely upon the supposition that it was the woman's deliberate choice to seek employment outside of her home. If there is a necessity for it, and in ninety-nine cases out of a hundred there is, although we may not understand it, then we have no criticism or comment but only words of sympathy and encouragement and sincere wishes for the success of a brave woman.

And these girls who are engaged, according to the statistics, in several hundred different occupations, will they all be willing to give them up and devote their time and talents to that most ancient and monotonous work for women, housekeeping? Very few of them seem to refuse when a good opportunity offers. The average woman likes housekeeping, she who does not is an exception. The domestic instinct is born in most women. The babies play at "keeping house." The true woman is never so happy as when making home comfortable for husband and children. The reason so many grow careless and indifferent is because they have reason to feel that their labor is not rewarded. A thankless task is the hardest to perform, and it takes a conscientious and courageous woman to keep up the standard of housekeeping with never a word of praise or a sign of appreciation.

The most difficult feature of domestic life for these girls will be that of giving all their time and receiving no recompense in dollars and cents. The woman who has once received a salary, however small, can hardly be satisfied to work for board and clothes even though both may be of better quality than she can earn herself. To her so many hours of labor represent so many dollars to spend as she pleases. The many and varied employments in which women are engaged previous to marriage, do not tend to give them a distaste for the mere abstract occupation of housekeeping. Most of them are very glad to have a home of their own. It is not strange, however, if they sometimes rebel against the "woman's work that is never done," and wish they could get off occasionally when the six o'clock whistle sounds. A man who marries a girl accustomed to her own pocket book will always find it to his advantage to make her a business partner, from the first, with a fair share of the profits.

While it may be possible these girls will not make quite so submissive wives as those who have never tasted independence, this will be more than compensated for by the lessons they have learned of the value of time and of money, methods of business, system, economy, punctuality, all of as much importance in the management of a

household as in any other occupation. The man may also be reasonably sure that the girl is not marrying him in order to be supported. He may cherish a hope that she loves him and, if he continues to merit that love, he may trust this girl to make a careful housekeeper, an affectionate wife and a devoted mother.

PORTLAND, OREGON, Dec. 10, 1885.

To Woman's Department:

The December number of the Magazine has been received and contents read. I was hoping to see something in this number from Texas, written by our friend Synonymous. Now that the subject, "Intemperance," is at last started, let us not drop it until thoroughly ventilated. His article was good and furnished much food for thought among all interested. Still I differ from him in thinking there may be some who are able to stop at a single glass. All are liable to go much further by and by. A glass will not suffice, but instead several must be taken. But even allowing there are some persons with the will and nerve to control *themselves*, I claim that it is the moderate drinker that leads and tempts others, not the drunkard, for he, by his dirt and rags, mistreating his family, hanging around those vile and low drinking places, does not fail to disgust every one, the moderate drinker included. Gentlemen, did you ever stop to consider the cost of this needless indulgence? It costs you more than your clothes, just for yourselves, to say nothing of treating, as my friend Synonymous styles *everybody's friends drinking* together. "O, well," I think I hear one brother remark, "What I drink won't hurt me or my pocket either. I only take one drink in the morning to brace me up—a little." Is that all? Very well. Another says, "I drink but twice, morning and night." All right, No. 2. Another speaks and tells him he has always drank three times a day without ever hurting him. Certainly, my worthy brother, but your pocket-book was lighter if your head wasn't. My first mentioned brother spent \$36.50 in one year, the second one \$73.00 in the same length of time, and the third \$109.50, more than the most of you laid out for clothes, to say nothing of the amount you gave to others, taking several glasses. Just add interest to this for a few years, say only five years. You have a home for your wife and children; you will be happier; your wife will be happier to live in the home you have provided for her. Then if you should be called above it would more than compensate you in your last moments, the comfort of knowing they were not homeless by your thoughtlessness. You all mean well, no doubt, you, brother of the several glasses, but just remember if you take care of the cents, dollars take care of themselves. If you should give to your wife just the same amount you spend for drinks, I assure you she and the little ones too would present a much more respectable appearance, and there would be many a piece of furniture and bright carpet to adorn home and make it more attractive to all. This includes all Firemen and Engineers. Excuse me, but I believe the Engineers, *with few exceptions*, are worse than Firemen, for they get more pay, but don't have any more money. I know several that draw every month from \$100 to \$140, sometimes more.

After paying house rent, grocery bill and a few other incidental expenses, they have nothing left. Forty dollars paid rent and all the other bills. Where is the other \$75 or \$100? *Account, gentlemen, if you can.* I think I hear one say, "Oh, give us a breathing spell. I earn my money and I will spend it according to my own judgment or desire. Then, too, I don't believe one single word this old fogey is telling us." But just stop a minute. This is no fancy sketch held up for you to view. It is true, and taken from true characters from the writer's surroundings, and if I have caused one brother to halt long enough to consider and wonder if he does really spend from 25 to 50 cents in one day without doing him any good, more likely harm, I feel this was not written in vain.

Lynnwood.

[I commend this article and hope it may be widely read and heeded.—ED.]

NEW ALBANY, IND., Feb. 5, 1886.

To Woman's Department:

Being a reader of your excellent Magazine, now almost a year, I thought I might venture to write. How is it that no one has spoken of 281? I think it is time. I will endeavor to say something in her behalf. As well as I can learn she is in good condition, having as Master T. D. Fisher, F. A. Stephens, as Secretary, and John Clare handles the silver. Mr. John handles it well, as does Mr. Fisher the mallet. No. 281 is full of active brothers, taken from the S. E. & St. L. and the L. N. A. & C. R. R. The brothers think well of their Lodge. It is "Lodge," "Lodge." Every other Sunday it is a general cry. It is very nice, indeed, to have some one that belongs to the Lodge. Those brave men that handle the scoop and throttle enjoy Sunday afternoons with each other. How often we sit for hours waiting for that well-known whistle or bell, that tells of the loved one's coming, and of a safe return. We may thank God we have those dear ones with us. And how sorrowful it is to see those Brotherhood men marching to the sound of the muffled drum, followed by a hearse. Every one knows what that is.

Hoping my first may not be consigned to the waste basket, I shall close. Wishing good luck and great progress to every Brotherhood man in this whole United States, I am,

R. E. S.

NEW HAVEN, CONN., Jan. 24, 1886.

To Woman's Department:

Have been a constant reader of this department for past two years. I have greatly enjoyed the acquaintance which I have made with the lady writers. Some of them seem like real old friends of mine. I wish that every young lady in the land had the privilege of reading the editor's monthly contribution. The B. of L. F. is, in my opinion, composed of our noblest and bravest men. Bravest, certainly, in unflinchingly encountering the risks attending their business, and it is only the brave who are truly noble. Ladies, encourage them at every opportunity. Be always ready with a smile and a hearty "shake hands" even at the cost of spotless kid. We have just added a branch to the great tree in our city. I know that it will bear good fruit. No. 284, composed of upright, straight-forward young men, is sure to prosper.

An Engineer's Sister.

AURORA, ILL., Feb. 1, 1886.

To Woman's Department:

It is with sorrow that we chronicle the death of Mrs. Margaret Goding, the mother of George Goding, Financier of Self Help Lodge, No. 80. Of all the friends of this Lodge, none will be missed as she. The success of No. 80 was the dearest wish of her heart, and in lending a helping hand to "the boys" she was always foremost. The memory of this true friend is all they have, but the good wishes and helpful advice will never be forgotten, for "she hath done what she could."

One of the members, Mr. W. Ritter, wrote the following poem, which echoes the sentiments of every member of No. 80:

"From mother's cares, from mother's griefs,
Which patiently through life she's borne,
In death she finds a sweet relief,
"And leaves us but our loss to mourn.

Our loss, though hard 'tis to withstand,
From tears we should refrain;
She is gone to a better land,
'Our loss is her eternal gain.'

"A mother's love, naught can replace
The friendship's broken tie,
And Memory's cherished time cannot efface,
Until, like her, we are called to die."
Sincerely,

Mrs. W. B. M.

[Mrs. Goding was, indeed, a noble woman. She loved all good things and was, herself, a beautiful example of goodness. Especially was she devoted to the Order, and the Brotherhood of Locomotive Firemen have lost a faithful friend and an untiring worker in the interests of the Lodge at Aurora. The many members of the Woman's Department offer a tribute of respect to this worthy lady and extend to her son George, Financier of Lodge No. 80, a sincere sympathy in the loss of that best gift of Heaven, a good mother.—ED.]

JERSEY CITY, N. J., Jan. 9, 1886.

To Woman's Department:

In the December number of the Magazine Mrs. Harper refers to a letter she wrote the year before while in the South at Christmas time. I have an indistinct recollection of the letter. I remember it was different from our Christmas seasons. I think she said the flowers were in bloom. How strange it would seem to us, but I think they are beautiful and are welcome at all times of the year. While it is not so mild here as in the South, there are other States where it is more severe.

How strange and how wonderful is God! What a God of wisdom and of love! Who can fathom it? God over all, caring for us all the time. Why should we not love and serve Him? When the engineer and fireman start with their engine on a trip, how do they know but that it may be their last one? And as they are liable to be taken away at any time while engaged in their dangerous work, sometimes with scarcely a moment's warning, why not be prepared for the summons which none of us can slight? Oh, that every one of them may learn to trust in Jesus, their Savior, for the forgiveness of their sins, is the wish and prayer of

A Sister of the Order.

JUNCTION, N. J., Jan. 25, 1886.

To Woman's Department:

An account of the first ball held by the members of Wilson Lodge, No. 272, is as follows:

Well's Hall was well filled on the evening of Jan. 21. Owing to the inclemency of the weather many who had expected to attend were deterred from so doing, but those who came enjoyed a pleasant evening. A large number of invitations, beautifully engraved, were issued, and the hall was tastefully decorated with flags and B. of L. F. charts and a large picture of a locomotive with a pick and shovel suspended over it. Also a string of lights over the music stand, which was occupied by Fisk's Orchestra. Each gentleman and lady were provided with a programme, neatly engraved. Dancing commenced at nine o'clock. The grand march was led by our worthy Master and wife, Mr. and Mrs. A. Kirkendall, both bearing green signal lights, and our worthy Past Master and wife, Mr. and Mrs. J. S. Eveland came last of all, bearing the red lights. The ladies furnished a nice supper and all enjoyed it very much.

Our Lodge is newly started and small, but I can safely say we have good boys in Wilson Lodge, all sober and industrious, and they stick to their motto.

Please give this room in your Magazine, and oblige one who is interested in the welfare of the Brotherhood.

M. Elizabeth E.

FORT SCOTT, KAN., Jan. 3, 1886.

To Woman's Department:

I have been an interested reader of the Magazine for some time, especially the Woman's Department. I have looked for something from some of the wives or sisters of the brothers here, but have not seen any thing. I am a new wife, so I am not much acquainted with the people, but my husband gives a good account of the Lodges. Every body seemed to have a good time at the ball, the night of the 25th of December, 1885. The boys deserve great praise for their efforts to make the ball a success. May God prosper them in their noble work is the wish of a

Fireman's Wife.

*For Woman's Department.***TO AN ABSENT FRIEND.**

Have you forgotten the dear, old days
When our hearts from care were free?
Have you forgotten the songs then sung
So freighted with love for thee?
Ah! those days are past they come not now,
To make our pathway bright,
They are vanished and gone like a fleeting cloud,
Yet there lingers a ray of light.

It comes to gladden the heart so sad,
So full of care and strife.
It helps us to bear our burthen of care,
As we tread down the hill of life:
Oh! the past, with its pleasures, its hopes and fears,
I fain would recall once more,
And my eyes grow dim with unshed tears,
As I think of those days of yore.

We ne'er can forget though our paths lie apart,
Those days in the long, long ago,
And memory will revert to that happy time,
When we thought not of care or woe;
And should we meet no more on earth,
We'll remember the past so bright,
It will help to lighten our burthens of care
As we tread down the hill of life.

SACRAMENTO, CAL. —Mrs. Nellie Bloom.

[After several months of silence the sisters all seemed moved to write this month. We acknowledge with pleasure the nice letters of "Miss B. C. C.," "Mary," "A Fireman's Friend" and several others and regret that they arrived so late as to be crowded out. Want of space compels us to defer Mrs. Alice Brooker's acceptable letter until next month.—Ed.]

A REMARKABLE PIG.

Texas Siftings.

A newly-married lady, who was recently graduated from Vassar College, is not very well posted about household matters. She said to her grocer not long since:

"I bought three or four hams here a couple of months ago, and they were very fine. Have you got any more like them?"

Grocer—"Yes, ma'am; there are ten of those hams hanging up there."

"Are you sure they are all off the same pig?"

"Yes, ma'am."

"Then I'll take three of them."

FOR GIRLS ONLY.

Suppose, young, warm-hearted girls, that as you lean upon the shoulder in the half-lit parlor, thinking how nice it is to have some one fond and protecting, and how dear you seem to him—suppose you should be made aware of all the cheeks that have rested upon that shoulder, and all the forms that arm had encircled. It is fortunate you do not know these things. It might lead you, however, to keep yourself for some one who will love you as entirely as you love this man, who takes life as it comes, and by force of habit, if not by inclination, could not remember any woman six months if his life depended upon it. You ought to allow no personal freedom. If a finger is put out to examine a locket or chain on your dress, draw back and take it off for inspection, if you choose. The reason for this is clear to those who come to twenty-five years of age. A girl who protects herself from the freedom so much in vogue in society increases her own value, if she only knew it, with those she may have to repulse. I do not believe in prudishness or suspicion, but I do believe that if men and women cannot be content with the friendship that can be expressed by the frank, kind eyes and cordial, brief hand-shakes, and clear words one is not afraid the whole world should hear, they should know what intoxication they are sharing.

A HAPPY YOUNG PAIR OF INNOCENTS.

Philadelphia Press.

What sort of a groom is he who can sit holding the hand of a woman two hours and a half on a hot summer day without uttering a word, and what sort of a bride is she who can sit and have her hand held in a dust-laden railway car two hours and a half without saying a word? When the spasm of hugdom is passed, when the cold type of to-morrow morning's issue is reached, what has he to offer her? Are they going through life speechless? Is there no topic on which their young tongues might find words of common interest? Have they no plans for the future to ponder and to talk about? Have they no expectations, no hopes, no fears? Is the future assured? Does the vast horizon beyond point to them simply a certainty of bliss?

He was a curly-headed, blue-eyed, downy-moustached, narrow-chested, knobby-kneed youth, with toothpick shoes, a gold ring and a flashy scarf. She was a prim young maiden, in a saten dress, every part of which indicated the neatness, the precision of her nature. There was a little frill at the neck and little frills at each wrist, a long gold chain around her neck, at the end of which hung a tiny watch, encased in a net. She wore mits and she sat like a statue of patience waiting for the end of the journey. That was their bridal trip. A happy pair, no brains, no hearts, no fears, no aspirations, nothing but a calm palm to palm present. I thought of that young couple considerably, and wondered what their end would be.

ANNA DICKINSON.

Lillian Whiting in Chicago Inter-Ocean.

In New York last week I met Miss Anna Dickinson, who has been seriously out of health for many months, but who is now rapidly recovering, and with her returning health her indomitable energy and power asserts itself. Miss Dickinson has been a very remarkable figure in our National life into which she entered and made a world-wide fame when so young that it has seemed to throw her into a former, rather than of the present generation. As a girl of eighteen she was associated in work with men and women of mature age, and, what is more remarkable, not in any sense as a youthful phenomenon, but as one whose words—it is not exaggeration to say it—were regarded by statesmen as the utterances of inspired wisdom. That a girl barely twenty years of age should be invited by the President, his Cabinet, and the Senate to speak before them on the national issues of the war, as Anna Dickinson was invited to Washington at the time she made that marvelous speech in the early years of the war; and that Lincoln should summon her for a private interview regarding his Southern policy, are facts which are extraordinary in the life of any woman. A leading magazine is now making an effort to secure from Miss Dickinson a contribution in which she shall tell the story of this memorable interview with Lincoln. It is an episode of the war that has never been narrated, and which would prove to be of intense interest. It is to be hoped that Miss Dickinson may be induced to tell the story, as only she can tell it. The interview occurred on the afternoon of the day when Mr. Lincoln had received the foreign diplomats in that memorable council held at the White House.

ADDING A TINT TO THE RAINBOW.

Washington Cor. Boston Traveler.

Quite a discussion is going on among our society belles as to the best thing for the complexion. One young lady, whose skin is a marvel of purity, tells her friends that she uses nothing but rainwater upon her face, neck, arms and hands. She ascribes her beautiful complexion entirely to the rainwater, with plenty of good out-of-door exercise. She has her followers; but there is another lady, with equally as fair a skin, who laughs at the rainwater idea and says she wipes her face on a piece of fine flannel dipped in warm water, morning and night, and, instead of drying with a towel, she presses her skin to keep it soft and pliable. This lady also prescribes out-of-door exercise.

One thing is certain—neither of the prescriptions can harm any one, which is more than can be said of the toilet powders which some ladies use so disastrously. Some of them have reached the stage so that they never go without a bit of chamolis skin covered with powder, which they deftly conceal in their handkerchief. The lady who carefully wipes her face with her handkerchief in a public place will do so unnoticed by ninety-nine out of every hundred men, but every woman will "catch on," to borrow from the language of the street. There are no secrets of the toilet which one woman can hide from another.

HOW MEN WORK.

Men have so long lectured women upon their inefficiency and short comings as workers, that it is refreshing to see the tables turned for once and the deficiencies of men workers presented by a sharp-sighted woman. The Florida woman who owns and manages a saw mill, who has her own teams and carts and takes timber from her own lands, and makes money at it, writes to the Northwestern Lumberman the following graphic description of the methods of men in running saw mills:

Although accustomed to manage my own affairs, commencing by the time I was grown, I found difficulties enough in making lumber, and I have often said that a sawmill and Satan belong in the same family, and peoplesay that since I became the owner of one they are sure of it; but while they talk I am at work. This is the trouble with half the country sawmills: there is too much talking and not enough work.

Why, Mr. Editor, the most of the men talk over a log long enough to saw it into inch boards. Then when they get started they discover that the fireman has not steam enough; then they must sit down and talk again. By the time steam is up and one or two boards sawed, a belt must be repaired, which might just as well have been attended to before working hours, in the morning or at noon. Then one man sews the belt while all engage in talking again.

When the belt is ready the sawyer gets it in his mind that the machinery needs oiling; then he hunts up the oil can, for he never has a place for anything, and goes around squirting oil into every hole but the right one, while the other hands go on with their talking. The next day they are out of logs, and the mill hands do nothing except to allow "their time to go on." The next day some of the men are reported sick, and more time is lost. At the end of the month there is little lumber and no money, and they all wonder why sawmilling does not pay.

MARY HOWITT AND HER HOME.

Special to the Indianapolis Journal.

NEW YORK, Jan. 26.—As I was talking the other day with Benjamin G. Smith, one of the "wheel-horses" of the Frank Leslie team for the last twenty-five years, and now Mrs. Leslie's editorial cashier, he opened a letter bearing an Austrian postmark, and turned the writing toward me, saying, "This is from Mary Howitt."

It was difficult to comprehend that a lady born in the last century was still living to write such a delicate and handsome hand, but so it proved. William and Mary Howitt, husband and wife, had attained fame while Lord Byron was still writing and long before Edgar A. Poe had ever been heard of. Thenceforth, for two generations they produced, together and separately, volume after volume of poetry, travels, essays, novels and history, till 1879, when William Howitt died at Rome, at the age of eighty-six, and left his spousal collaborator alone. She is now eighty-eight, I believe, and has a delightful home among the Austrian Tyrol, at Meran, the other chief member of her family being an artistic daughter. The picture of the place in a recent number of Good Words gives the impression of a young castle, for it is spacious, rambling, imposing, and constructed of the solid stone found on the slopes of the Obermaiers. Above tower the porphyry walls of the crags, castle-crowned; below flows the broad valley of the noisy Adige, as it dashes downward to Italy. Mary Howitt long ago mastered all the European languages, and she has translated much from the Danish, Swedish, German and Russian. It is pleasant to see one who has given so much delight to three generations of readers now enjoying the twilight of her days, her mind still active and her hand capable, amid the most delightful landscapes of the earth.

OUT of 5,900 school teachers in Nebraska 4,000 are women, and thirteen of the county superintendents are women.

If I must choose between giving education to the men or women of a country, I would leave the men and begin with the women as most important.—Henry Clay.

REV. E. C. HANCOCK, pastor of a Methodist church at Burlington, said in a sermon recently that he had decided not to marry any woman to a man whom he knew to be intemperate.

THE will of Thomas A. Hendricks, bequeathing his property to his wife, is an example good to copy. The widow is always more in need of the property than while a wife, and to parcel off to her a third interest is a more manifest injustice than it would be to give the husband one-third in case of his wife's death.

MRS. McCLELLAND and other artists, all women, have carried out the entire decorations of some of the dining cars on the Great Northern Railway, running between Leeds, London, Manchester, etc. The walls and ceiling of one, specially designed for gentlemen, display sporting scenes, of hunting, shooting, fishing, etc.

FIREMEN'S DEPARTMENT.

Correspondents must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper, only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

**LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.**

MARCH, 1886.

DICKINSON, DAK., January 26, 1886.

Editors Locomotive Firemen's Magazine:

Perusing the letter from "Sprague" in the January Magazine, I take occasion to express my views on the matter he discusses.

The wages of enginemen are influenced all over the country by certain local circumstances, such being: cost of living, quality of fuel, size of locomotives, steepness of grades, etc. I have been a fireman for many years on the same road as "Sprague," and since the last six years have seen the wages of firemen on main line freight engines raised from \$2.00 to \$2.25, and lately to \$2.35, which is about as big pay as is received anywhere in North America, a few roads excepted. The above wages were granted to the firemen on the N. P., corresponding with raises granted to the engineers, without the firemen ever making any efforts to that end.

As far as I am informed the same principle is adhered to on most roads. A railroad corporation hardly ever raises the pay of engineers without a proportionate raise of the wages of the firemen. But as long as the labor required in firing an engine varies on the different roads, the wages of firemen cannot justly be expected to be uniform all over the country. Now what concerns the wages of the fireman in proportion to those of the engineer on the same road? I take the average to be \$2 for firemen and \$3.50 for engineers, leaving about 40 per cent. in favor of the engineers, and shall try to convince "Sprague" that this proportion is not as unjust as he claims it to be. I want the reader to bear in mind that I am a fireman myself, and shall try to treat the subject without the prejudice that might be expected if I was an engineer. The work of the fireman is generally considered as manual labor, that of the engineer as both manual and mental. We get pay for our labor, the engineer, in a great measure, for his knowledge. Take a so-called green man, show him how to put in the coal, and with good fuel and a good steaming engine he could possibly get the engine over the road, surely not in very good shape, that is not without losing time and with a great

amount of extra labor, but it can be done and has been done often. You put a green man on for engineer and he positively could not get over the road under any circumstances. This shows the proportionate value of the two employes to the railroad corporations. Furthermore, the fireman is not expected in the main to do much more than attend to his fire and keep his engine neat, his responsibilities are few, whereas the engineer is responsible for most mistakes and neglects of the fireman; he has got to supervise and instruct the fireman; he also has to watch and keep up the machinery of his locomotive, figure on making advantageous meeting points and is as much responsible in matters of time-table and orders as the conductor. In fact he carries the many responsibilities of the engineer, as well as in great measure those of the fireman and conductor.

"Sprague" says, "Men's labor is generally rewarded according to the amount of skill and intelligence it requires to perform that labor," thus ignoring altogether the responsibility that might devolve on an employe in the discharge of his labor. Good judgment and skill are valued in any work the world over, and I have seen it quoted somewhere that it costs a railroad company on an average about \$500 for extra fuel, worked by a new hand, before he acquires the necessary skill and judgment to generate the most steam with the least fuel. Therefore, the theory of apprenticeship in the occupation of a fireman demonstrates itself perfectly, and consequently there are on several roads different classes of pay for firemen of more or less experience.

So far as the cleaning of engines is concerned, I do not believe there are two firemen in the B. of L. F. who do it gratis out of large-heartedness or generosity towards the company, but because it is understood to be part of their labor when hiring out, just the same as the engineer could not find a situation who would not keep up his machinery gratis. Besides most roads are getting to prefer usefulness to beauty, and get their new engines built pretty bare of brass and similar ornaments, thus reducing the cleaning to a minimum.

As "Sprague" justly remarks, the fireman is in a little more danger than the engineer, although he concedes that the engineer has got to look out for both of them most the time, but the difference is not pronounced enough to warrant a proportionate increase of the wages of the fireman over those of the engineer. The theory of apprenticeship is not fossilized, but a moral necessity in all conditions of life. Any work, no matter what it may be, requires a certain length of time before it can be mastered. Many firemen might be able to run an engine successfully in one year. Others are not, and many never learn the art. It is a fact that many firemen underrate the duties of an engineer and think they know all about running an engine, after a year's firing, but find out, after firing two or three years, that they know very little about the big machine. As in any other trade a good deal depends upon the individual interest a person takes in his work, but just as much depends upon the preceptor's qualifications to impart knowledge and experience, as well as the cleverness of the apprentice to accept and utilize instruction. Now, I have found myself in many different situations in Europe, Asia and

America, but I hardly ever found as liberal a proportion in wages as exists between the two callings in discussion. Take, for instance, a marine fireman receives about \$30 to the engineer's \$100 to \$150. A civil engineer receives about \$100 to his assistant's \$30. A private is paid about \$15 to a sergeant's \$35. In the performance of their duties as much depends upon the skill and faithfulness of the subaltern as that of the superior, the difference in compensation being regulated by the different grades of responsibilities. I therefore claim that a difference of forty per cent on an average, in favor of the engineer over the fireman is not an unjust one in comparison with other occupations and similar circumstances. Consequently it is my opinion that the grievance "Sprague" is ventilating in his article does not absolutely exist, and that therefore a remedy is not needed.

Onward Lodge No. 41, is in sound condition and we have several applications to act upon. Business is very quiet after the rush of last fall and we are not making much over half time, with several extra men laying around. A number of members are on vacations, and meetings are not as well attended as usual. Promotions are not to be thought of for a while on the Missouri Division of the N. P. Instead, a few of the boys have been set back. Good business for the company means good business for the employe, and we hope for a heavy immigration to the "Golden Northwest" in the spring.

"Barnabas' Wife," our genial and interesting contributor to the Magazine from Mandan, seems to have lost all interest in Onward Lodge No. 41, since its removal from Mandan to Dickinson. 41's members felt really proud of their fair writer, and we hope to soon see her signature in the Magazine once more.

Fraternally,

O. A. Dosskey.

HAMILTON, ONT., Feb. 1, 1886.

Editors Locomotive Firemen's Magazine:

Our worthy Bro. "Sprague" is altogether too modest when in his letter in the January issue he speaks of his "insignificance in this question," namely, that of a more equal division of pay for engineers and firemen. I heartily wish we had a larger number of such "insignificant" members, who could bring out new ideas, and advocate them as clearly as "Sprague." I can, and do, fully endorse every word he says on the subject, and believe there are many with me. On the Division I work there is a difference of \$1.35 in the pay for a day's work. We get 54 per cent. of the rate our engineers receive; on other Divisions of the same road there is even a greater disparity. It is needless to ask: Is this right or just? We know it is not. The apprentice story as "Sprague" calls it, would not be so bad if we had any hope of promotion within a reasonable time, say five years, but I look around and see many brothers who have served faithfully for ten years, and are still shoveling coal and waiting their turn. I can assure "Sprague," by sad experience that many of 151's members do not earn \$45.00 a month, and yet have a respectable home, but there is nothing to waste, and not much to save out of it. I hope now that this ball is started, the boys will keep it going till some good results are shown. No. 151 is alive and hearty and trying to live up to and preserve the prin-

ciples of our Brotherhood. We have a nice library for the use of the members and hope to derive much benefit from it. Among our books are the works of Bourne, Rose, Forney, Sinclair, Trevellyan, Evers, and other well known authors. Our thanks are due our Master Mechanic for the present of several valuable books. At the last meeting in 1885, Bros. McColl and Roberts were presented with a gold scarf pin and a handsome ink stand, respectively, as a mark of the appreciation in which the boys hold their valuable services.

Bros. Black, Allan and Taft have each taken a partner for life. May health, happiness and prosperity be theirs. The wives of Bros. Lee and Tomlinson have made these gentlemen happy by presenting each with a young Fireman.

To close, Messrs. Editors can you not say something to wake up those who never attend a meeting? For your own sakes, brothers, you should attend, or you are always in ignorance of what should concern you. Besides this, it seems to me to be almost unmanly to leave a few workers to do all in an institution in which all receive equal benefits. So, brothers, turn out to meeting in force, every chance you get. You cannot spend an hour more pleasantly and no one will be more glad to see you than

Yours fraternally,

151.

SPRAGUE, WASH. TERR., Feb. 8, 1886.

Editors Locomotive Firemen's Magazine:

Living in an isolated portion of this northern territory, and being also isolated from any Lodge, I have to depend for my information on Brotherhood matters mostly on the Magazine, every issue of which gives me a little more insight to what took place at the last Convention. I wish to draw the attention of the Brotherhood at large to a portion of the last paragraph of a letter written by an able correspondent, "X. L. C. R.," in the December issue. It appears to me to be a most fatal mistake made by the last Convention in Philadelphia. I will quote the portion I object to: "One of the best measures adopted by the late Convention in the city of Philadelphia, is the idea of having all proposed changes in our laws and management, pass into the hands of our Grand Officers and be inspected, improved, modified, approved or rejected by them, as they, in their good judgment, may deem best." Messrs. Editors, in the words of W. F. Hynes, I want, in this letter, to "defend principles rather than men," and not to attack it through any personal feeling to "X. L. C. R.," but show that the sentiment of the above quotation is altogether wrong.

For the purpose of illustration, I will take the Constitution of the United States, on which to make a comparison with our Brotherhood. The Constitution is founded, I believe, on three fundamental institutions, the Legislative, the Executive and Judiciary. The Legislative, which comprises the Senate and House of Representatives, being the highest authority, they being elected from the people and are the only persons who are allowed to construct our laws, for the time being. The President and his cabinet are the executive authority, and are placed there for the express purpose of executing and enforcing the laws constructed by the Legislative; the Judiciary, which comprises chiefly

the supreme courts, being the tribunal by which these laws are defined and interpreted.

The Grand Officers of our Brotherhood, are placed there for the purpose of executing the laws compiled by the delegates in Convention assembled, and are in the same position in the Brotherhood that the Executive of the Government is to the people. They are placed there for the purpose of enforcing the laws which the delegates in their deliberate action may agree upon. We will suppose that I am a member of the Order, with ideas that I would like to bring before the Convention. I submit my ideas or schemes to the Grand officers, and not meeting with their own ideas of what is necessary, they are liable to be "inspected, improved, modified, approved or rejected by them." It seems to me we are placing by far too much power in the hands of our Grand officers, and are establishing a hard and fast rule which can at any time be used as a powerful weapon to defeat the wishes of the Brotherhood. It is unconstitutional in its bearing, it is not in keeping with the progressive ideas of the time, our sentiments or institutions. The men on the footboard are fully able to judge of what we require in the shape of laws, and ought to be allowed the greatest liberty to bring these ideas before our annual Conventions. If this idea and sentiment is allowed to grow upon us, we will eventually begin to have a blind following of our Grand officers, and cease to use our own brains, sense and judgment, of what are our requirements in the Order. I will conclude by quoting from Daniel Webster when speaking of Executive power. He says: "Through all the history of the contest for liberty, Executive power has been regarded as a lion which must be caged. So far from being the object of enlightened popular trust, so far from being the natural protector of popular right, it has been dreaded uniformly, always dreaded as the great source of its danger."

Yours fraternally,

Sprague.

EAGLE ROCK, IDAHO, Jan. 15, 1886.

Editors Locomotive Firemen's Magazine:

I have been waiting for some time to see some more capable member of Clark-Kimball Lodge No. 113, contribute to the Magazine. Failing to see anything, I will, myself, make an effort to convince our sister Lodges that No. 113 is still in existence, with about forty-five members in good standing. Bro. Geo. L. Oram, our Master, is a hard worker in the cause, and the manner in which he presides over our meetings is appreciated by all. Bro. John Gorman, our Secretary, is the right man in the right place. Bro. Thos. Moore, our Financier, is also in the right place, and is a hard worker for the good of the Order; he is run very hard at present, but nevertheless his books are kept in good shape and he is highly appreciated by our members. Bro. Wm. J. Ingling, our Magazine Agent, is doing good work and thinks he will take the cake this year. Bro. P. J. Freeman is pulling passenger with Bro. Gorman on the left side. Bro. M. Russell is pulling passenger, with Bro. Fryman doing the scoop act.

Bro. Geo. Oram is pulling freight with Bro. Wm. Purdie, of Salt Lake Lodge No. 178, on the left side. Bros. Bristol, O'Mallon, Enderwise, Lee, Lopad, Cutting, Rowland and Williams are pulling freight.

Bros. O. R. Goodale and C. Hourigan are Engine Dispatchers at Eagle Rock. Bro. J. P. Warner, of Stuart Lodge No. 20, is night Dispatcher at Camas. Bro. J. M. Burt and Frank Nelson, of Morning Star Lodge No. 88, are running the snow plow with headquarters at Spring Hill. If there is no more snow this winter than there has been up to date they will have an easy time. Bros. L. Cellstrom and C. F. Strickland are Engine Dispatchers at Spring Hill. Bros. Moore, Ingling, Leaf, Frye, Sanderson, Harris Marchbanks and Hite are firing freight. You can see that the Utah Northern is well stocked with Brotherhood men, and good men, too. There is hardly an engine on this road but what has got a B. of L. F. man either on one side or the other.

I wish to state that Bro. Ed. Anderson was badly injured in a wreck on Christmas, but am happy to say he is coming out right side up. Ed. says he is sorry he did not have a chance to shake his foot on Christmas night.

I will have to tell you about our second annual ball which took place on Christmas night at Glen, Wheeler & Co's hall. The hall was nicely decorated with flags, evergreens and Chinese lanterns; we also had an engine on the stage, with headlight and cab-lamps burning. The Grand March was called at 9 o'clock sharp, with 134 couples on the floor under the management of J. E. Smith. We had an excellent band of music, the finest in the west, under the leadership of Prof. Alma Marker, of Eagle Rock.

The B. of L. F. left nothing undone to make the ball a success and I am pleased to say it was a grand success, and everybody went home at 5 o'clock A. M., happy and contented. We feel it our duty to extend our sincere thanks to the people of Eagle Rock, Pocatello and Camas, for their liberal patronage. We also wish to extend a vote of thanks to the officials of the M. P. & C. depot for favors shown us, and more especially to Mr. Jos. A. Edson, our Train Master, and E. O. Mann, our Chief Dispatcher, for running trains ahead of time so the boys could get in for the dance. We also wish to tender our sincere thanks to Mr. Garity for a beautiful cake, which he presented to the Lodge on Christmas day; and to the wife of Bro. Ed. G. Leaf, for the letters "B. of L. F." of evergreens and flowers. No. 113 will realize a handsome sum from the ball after all expenses are paid. At a special meeting the cake was voted to the wife of our Worthy Master, and a committee of three appointed to present the cake to Mrs. G. L. Oram. Bros. Robt. Hite, Geo. A. Williams and W. J. Ingling, were appointed and Bro. Robt. Hite, Chairman, presented the cake with a suitable speech. I will now close, wishing the Brotherhood boundless success.

X. Y. Z.

C. W. H. WRITES as follows from Lincoln, Neb.: The past six weeks have been very hard ones for the members of 179. It began snowing on January 1, and from that time until now, we have seen scarcely nothing but snow, and have heard hardly nothing else but "snow-plow." Several engines had plows put on them the first day of January and have just had them "taken off." A number of engines have been "ditched" "bucking snow"—some of them manned by Brotherhood men and nobody hurt. It seems as though a Divine hand guides the members of the B. of L. F. We trust the worst is over, now, for everything is running on time and we hope to see it remain so.

ANACONDA, IDAHO, January 28, 1886.

Editors Locomotive Firemen's Magazine:

As a constant reader of the Magazine and a member of No. 264, located at Butte City, Montana, I take pleasure in writing a short communication. Several of 264's members besides myself are stationed in Anaconda, where the largest smelting works in the United States are situated. Bro. J. D. O'Brien takes hold of a No. 5 every evening and keeps engine No. 206 hot while Don. Francisco pats her on the back as she climbs up a quarter of a mile hill with three loads of ore to the smelter. Bro. M. Campbell does day duty in the same capacity. Bro. Wm. Connor, the sand-box fiend, is night dispatcher and extra runner. He works steadily all the month and wears a broad smile on pay day.

Our foreman, Mr. D. B. Wright, is moving to Butte City, where he will take the position of Division foreman. Success to him.

Our Lodge is progressing nicely, and I shall be pleased to see this in print, because it will be an encouragement for us to do still better and strive still harder.

Smoke Jack.

NASHVILLE, TENN., Jan. 22, 1886.

Editors Locomotive Firemen's Magazine:

Lodge No. 150, which has been rather quiet for some time, has nevertheless been making very good progress, and is now in "good order." We moved our place of meeting to the Nashville side of the river, and have secured as handsome and comfortable a hall as we could wish. We have some members from the N. C. & St. L. road now, also some applications, and from present indications will soon have quite a number of those firemen on our rolls.

Some of the firemen of the S. & N. A. division of the L. & N. running into Decatur, Ala., have been desirous of joining the B. of L. F. for some time. We received one application from there which we will be a long time forgetting. It was from Mr. J. E. Johnson, who filled it out on January 6th, and on the 9th his engine, the 140, with eighteen cars, went through the Flint River bridge, near Sand Mountain, Ala., burying him beneath the wreck, killing him instantly, and seriously wounding his brother, the engineer. To the bereaved mother and brother the members of this Lodge extend their sincere sympathy.

Bros. Beech and Farnsworth have returned from their visit to Texas; but it seems Mat. Clark and Grant Green like the country and are going to stay out there. Our Magazine Agent, W. D. Bledsoe, deserves credit for sending in what I believe is the largest subscription list yet sent from this Lodge. He says he has not commenced to canvass in earnest yet. Look out for "Slippery Bill," for he has his eye on that prize. Bro. J. L. Currin is now firing the 32 on the "Windy;" his partner, Bro. M. Givens, has been running a straight stack of English make in the city limits for some time. Mike says there is something peculiar about that engine, for though she is not very heavy, she loosens up a fine rock ballast in a surprising manner. She was on the rocks oftener than on the rail, very likely.

The B. of R. B. have organized a Lodge here, which is in a flourishing condition, with Mr. Will Bunton at its head. Considering the number of men they have to draw upon here, I predict this

will be the banner Lodge of that Order; its members have plenty of pluck and energy and are alive to their duties. We wish them success.

I noticed in the January Magazine a paragraph in the communication from "Hungarian" which struck me as being a very timely and appropriate suggestion. That was in regard to discussing in the columns of the Magazine questions in regard to the machinery of the locomotive. I hope his suggestion will be the means of prompting some member to write upon that subject, as it is a matter about which we are all more or less interested. Speaking of machinery makes me think of a yarn I heard today: A young runner who had not had very much experience with a "slipped eccentric," thought he would make himself safe on that score by marking his eccentric. After marking it to his satisfaction, he showed his job to one of the boys, and was somewhat mystified and offended when the said "boy" laughed. He had cut a line from the eccentric to the eccentric strap.

Bro. Joe Wray is now stationed at South Nashville as "night M. M." Bro. P. Heslon is on the passenger run from here to Decatur; he don't get over one hour's lay-over there. It's too bad, don't you know, 'cause she lives there!

E. P. B. Jr.

SACRAMENTO, CAL., Feb. 23, 1886.

Editors Locomotive Firemen's Magazine:

The Brotherhood on the Pacific Coast is growing stronger each day, and I am surprised to see so few communications in the Magazine from this point. There are a number of good writers here, but as they seem too modest to make a venture, perhaps a poor attempt will be more acceptable than none. Owing to a great rush of work some of the Lodges in this locality held meetings very irregularly, but since the work has grown easier, meetings are regular and well attended.

The Order may be proud of No. 260, for, while she is yet young, she is doing plenty of good work; her officers and members are a lot of exemplary Brotherhood men. Bro. Hethington is frequently asked when he is going to move his trunk. Some of the inquisitive want to know if Bro. Cox intends to start a private school.

One of our near neighbors is Lodge 143 at West Oakland, and a little gossip from her may be interesting. Bro. Smith, an honorary member of 117, meets with her boys, and is a co-worker with every member of the Order. It is not so that Kid Small wants to leave the shops and go to Oakland, for his attractions are across the bridge, in Yalo. Christmas decided the fate of Bert. Winslow; he got married on that day, and now the boys hope to see him at the meetings again. The engineer of the "117" says that Bro. H. Hahn can do the best ash pan act of any man on the road. Master White had best not require his engineer to speak to his feet, as in his present condition it may cause trouble. At this point we meet many of the boys from Lodges Nos. 94, 89, 91, 58 and 97 and find them all whole-souled B. of L. F. boys. Among my personal friends, I know several who could write up an excellent contribution, if they would, and if this chanced to meet their eye, they will kindly respond to my invitation and give us some reading matter. By so doing they will oblige

Pete.

PARSONS, KANSAS, January 26, 1886.

Editors Locomotive Firemen's Magazine:

I had intended to "rise again" for the January number of the Magazine, which is greatly improved, both typographically and editorially, and which will be received during the coming year as an harbinger of peace and prosperity to our excellent Order; many are the words of praise showered upon the editors' successful efforts to give to all classes of railroad employes a newsy and instructive publication. Nothing makes the circulation of a paper larger than the endeavors of a "correspondent in every township in the county," and such a contributor is oftentimes a blessing; therefore, brothers, write short and often, even if your efforts should sometimes be consigned to the waste basket.

I am aware of the fact that the B. of L. F. will have an immense amount of responsibility to contend with in the future, and it will require our undivided efforts to overcome the barriers with which our course has been obstructed. Brothers, let us pledge ourselves to help make the present year one of unbounded success.

In reading the report of the Union meeting in the January number, I find words of encouragement, and cannot fail to admire the manly and fearless declaration of the writer. How pleasant it is to go to our labor, knowing that our banner is floating high, with no foe capable of hauling it down to be trailed in the dust. It may be assailed, but the standard-bearers are men tried and true, and assisted by the brave, strong, intellectual and moral *Firemen* the "flag will still be there" when the "storm is o'er." We have been subservient long enough, and claiming for ourselves the right of representation we can no longer remain in obscurity. We must be ever on the alert to protect the principles of brotherly love and good fellowship. My claim for the Brotherhood of Locomotive Firemen is that it is productive of great good to all worthy enginemen: making model men of its members, insisting that society shall recognize its noble endeavors. It is a God-send to the widows and orphans of its fallen heroes.

"Sprague" does very well, and I think his letter will have considerable weight, but hadn't we better let good enough alone for a while? We do not get the wages we deserve, but the time will come when we will receive our full rights.

Resurgam.

CONEMAUGH, PA., Jan. 30, 1886.

Editors Locomotive Firemen's Magazine:

Having been a reader of the Magazine for some time, and not seeing anything from No. 235, I will make a first attempt by telling you something about the boys up here on the mountain. Our run is from Conemaugh to Altoona, right across the Allegheny Mountains, from the western to the eastern base. The "Horse Shoe Curve," as it is called, is on our division. Passengers going over this road think the curve a grand sight, and, to those who see it for the first time, it is quite a curiosity and well worth the seeing, but to the boys who pass over it almost every day it has but little interest, at best not more than any other portion of our road. But I did not start out with the intention of describing the scenery along our run, but to tell you something of the boys. There are ten members of No. 235 at this place, and

as we are eighty miles from Pittsburg, where our Lodge is located, we cannot attend meetings as often as we would like. Bro. D. Custer, who has been firing the 486, can now be found on the right hand side of the 378. We wish him the best success. Bro. W. E. Pringle has deserted the 1,050, and is now shoveling black diamonds for Launtz, on the 411. Bro. Ludely has lately taken unto himself a wife. A long life and a box car full of prosperity to the happy couple. Bro. Joe Pringle is wearing a grin twelve inches wide since he has got the best freight run on the Pittsburg division. Bro. Leach has a night run across the mountains, much to his chagrin. He says that he doesn't like it because he can't admire the beautiful scenery along the line at night, but the boys say it is because he can't see his best girls as often as he would like. Bro. Walker has been removed to Pittsburg. Bros. Beynon, Hess, Custer and George are still wrestling heavy trains across the mountains, and often make the run in twenty hours, and sometimes in fifteen hours. As I imagine I can see the waste basket looming up in the distance, I will close, trusting that this may encourage some one else to take up the pen in our behalf.

Fraternally yours,

Wm. Penn.

CHILLICOTHE, OHIO, Jan. 19, 1886.

Editors Locomotive Firemen's Magazine:

Why is it we never hear a word from Scioto Lodge No. 202? I have looked ever since I have been a reader of the Magazine, for something from some of its members, feeling that they are quite competent to write; but, seeing nothing, I will endeavor to tell you something of the Lodge myself. It was organized March 4th, 1884, is in a prosperous condition, and numbers at present about forty-five members. Several of them have lately been promoted to the right hand side and are doing well. At present the officers are: D. Sheets, Master; H. Maunsell, Secretary; S. A. Barker, Financier, and C. J. Mackin, Magazine Agent. All are worthy members and the right men in the right place.

As this is my first attempt, I will close, and if this finds a place in your noble Magazine I may venture to tell you more of the Scioto members. May success and prosperity crown their future, is the wish of
A Friend.

ALBANY CITY, N. Y., Jan. 16, 1886.

Editors Locomotive Firemen's Magazine:

Bro. James Hutchinson, a charter member of Albany City Lodge No. 230, was married to Miss Isabel Mochrie, the accomplished daughter of Mr. and Mrs. L. C. Mochrie, of Bath-on-the-Hudson, November 24th, 1885. Bro. Hutchinson is the second oldest son of John F. Hutchinson, a passenger engineer on the N. Y. C. & H. R. R. R., who has been in the service of that company a number of years. The bride and groom, who were both favorites, received a large number of presents, both useful and ornamental, among which may be mentioned a handsome silver water picher from the John F. Hutchinson Association, a beautiful French clock from their Albany friends, and an elegant amber hanging lamp from the groomsmen. Bro. Hutchinson and wife have the best wishes of a large circle of friends, and they all hope their lives may be long and happy.

J. J. G.

Personals.

QUERY: What has happened to No. 126.— Is she snow-bound?

As Secretary of his Lodge Bro. W. W. Stonier, of No. 227, renders active service.

TOM CARROLL, of No. 210, wears the smiles. It is a girl, and Tom says she knows her father.

BRO. HENRY, of No. 111, made us a visit a few days ago. We are always glad to see his genial face.

M. W. FLETCHER, of No. 227, has been promoted to the right hand side, and the boys wish him success.

MARRIED—On Feb'y 4, in Denver, Colo., at the residence of the bride's parents, Solomon Nixon and Miss Mittie Gibbs.

The Denver boys have been enjoying some fine cigars at the hands of Jas. L. Smith, of 77, who has recently become a father.

C. E. NORTON, of No. 57, is the proud possessor of a nice little girl who has just called to make her future home with him.

C. BRANTNER, the able Financier of 298, is a careful calculator, and none of the dollars that go through his hands ever get lost.

It is a pleasure to transact business with such a Financier as Bro. A. H. Spencer, of Lodge 169. He is always prompt, accurate and reliable.

On Jan. 24th Charles Lumsden, of No. 157, was married to Miss Minnie E. Butler, of Peru, Ind. Bro. and Mrs. Lumsden have many well-wishers.

C. J. ROGERS is making a thorough canvass for the Magazine, in behalf of No. 11. He is bound to surpass last year's record, which is no small task.

If you want to meet a genial, whole-souled fellow, one that will make you smile when you look at him, call on Bro. L. Fisher, Master of Peace Lodge No. 109.

J. MCCARTHY, the able Secretary of Saratoga Lodge No. 209, has taken his place on the right side of his engine, and has the well wishes of all his brothers.

It is rumored that James Dooner, brother of Andy Dooner, is about to engage two private boxes in the Tabor, for the girls in Louisville. How is it, Jim.

M. W. JAMISON, "The Deacon," of No. 52, is running the hill engine at Peru, Ind. He is one of our pioneers and we are glad to learn that he is doing well.

The announcement is made that Bro. Lyman Brown, of No. 26, was lately married to Miss Minnie Morehouse. The young couple have the best wishes of many friends.

JOHN L. BODEY, of United Lodge No. 60, is one of our staunch supporters in the east. His moral and intellectual calibre are in proportion to his physical stature.

HOMER DAVIS is firing a passenger engine on the C. & E. L., between Terre Haute and Danville. Homer is a member of Hercules Lodge No. 63, and is of the kind we appreciate.

It has been many a day since we have heard from Bro. "Jim" Crossman, of Buffalo. Is it true that Bro. Crossman has removed to Toronto, or is it only a campaign falsehood?

Our thanks are returned to Bro. Frank W. Dyer, of No. 61, for a lithograph of the magnificent Ice Palace, erected in St. Paul, which, at present, is the central attraction of the Northwest.

GEORGE GODING, of No. 80, has sustained a deep loss in the death of his kind and loving mother, who was the idol of all who knew her. The family have our sincere sympathy in their affliction.

CHAS. VEEDER gave the boys quite a surprise by taking unto himself a wife. The happy event took place on January 19th. The boys of 227 wish he and his wife a happy journey through life.

We are sorry to learn that Bro. J. W. Vrooman, of 18-K, No. 210, is sick. We sympathize with him and hope it will not be long before he is able to be around at his work, and attend meetings again.

ED C. O'MALLON writes us that mercury at Eagle Rock, Idaho, has reached forty below zero and still travelling downward. The boys of 113 stand it heroically and are in good spirits in spite of snow and blizzards.

THE "Orator of the Valley of the Platte" is to deliver a course of lectures on "Topics of the Times." Having been in retirement for the past year, his many friends will gladly welcome him back to the rostrum.

ZEB MOORE, "the old reliable," is running into Brookfield, Mo., on the Hannibal & St. Joe. Zeb is one of the pioneers of our fraternity, and knows something about the days that were dark in the history of the organization.

In Braceville, on Dec. 22, 1885, at the residence of the bride's parents, Chas. N. Woodward, of Denver, Colo., was united in marriage to Miss Mary Matthews. Mr. Woodward is a prominent member of Rocky Mountain Lodge No. 77.

J. H. FENWICK, who will be remembered with pleasure by those who attended the Philadelphia Convention as the delegate of Adair Lodge No. 100, has been rewarded with promotion after several years' faithful service at the scoop.

C. E. MASON, **C. W. Vanatta**, **C. Weisel**, **W. J. Mason**, **W. Cooper**, **N. Strouse**, **C. Dye**, and **James Lee** are among the late promotions of Excelsior Lodge No. 11. A finer lot of young engineers never graduated from the left hand side.

The many friends of Bro. John Derck, of Fiel River Lodge No. 164, will be pleased to learn that on January 10th he was united in marriage to Miss Arvilla Patterson, of Hicksville, O. May long life and much joy come to Bro. Derck and his bride.

M. H. ADAMS, of No. 94, now located at Jimulco, Mexico, sends us a good subscription list for the Magazine. Through the efforts of Bro. Adams a Lodge of the Order is to be organized at the above mentioned place, and our banner will soon float in that ancient Pueblo.

A. W. SPURR may not be skilled in the Terpsichorean art, but he can make the arrangements for a social dance to please the most fastidious. His enjoyment consists in seeing the B. B. boys and their fair ladies have a good time all around.

JUDGING from the large number of subscriptions that are coming in from all parts of the country, the Agent that carries off the prize for 1886 will have to do some heroic work. The contest is getting interesting and there is good work being done. The best man wins.

WM. MCCANNON, of No. 49, who was recently injured, in a wreck at Kansas, Ill., called on us on his way to Sullivan, Ind. He is fast recovering from his injuries, and will soon be able to resume work. Bro. McCannon is one of our earnest workers and has our sympathy in his affliction.

The following budget of news comes from Moncton, N. B.: Bro. J. Devereux is the happy possessor of a new fireman, weight twelve pounds—cigars with thanks. Bro. "Jim" Smith is said to be looking for a companion—"Is it a lady's companion, Jimmie?" Bros. McNutt, Biddington and Cornell have lately been promoted, and are doing well—success, boys. Bro. J. F. McDonald is about to start in business, he will keep a fine oyster bay, cigar store, etc. John is a good boy and deserving of the liberal patronage he will no doubt receive.

It would be a good idea if the City of Savanna would put in a turning-table at the east end of Chicago street, so that the next time Bro. P. J. Donovan, of No. 197, takes another fellow's girls sleigh-riding, he will not have to go to Mt. Carroll to turn around. It's a long road that has no turn, ain't it, Pat.

THE recent changes on the Elevated system of New York resulted in the promotion of Bros. George Ford, Wm. J. McColl, Ed Chambers, George Germain, Minor Keyes, Frank Austin, A. E. Ferguson, D. B. Tooker, and J. J. McCaffrey, an array of excellent young men who will make competent engineers.

A REVIVAL is being held in Industrial Lodge No. 21, with Bros. Williams, Murphy and Blocker as leaders. There has been some backsliding among certain members of that Lodge, but they have been "weeded out" and the prospects now are that the Lodge is coming to the front. Hold her there, boys.

H. C. WHEAT is an earnest worker in behalf of the Brotherhood. When we see a member tramping all day in a pelting rain storm, in the interest of a sister Lodge, in order to help her when in trouble, we earnestly appreciate such devotion. Bro. Wheat is Master of No. 298, one of our young and thriving Lodges.

In the death of his father, Bro. E. P. Hut-ton, Master of Adopted Daughter Lodge No. 3, has the sympathy of a host of friends. His father was an old Knight of the footboard, having run an engine more than forty years, mostly on the Penn. R. R. He was highly respected by all who knew him and left an example worthy of emulation.

W. F. C., of Altoona, Pa., says that No. 287 is progressing splendidly. The officers are all active and efficient, and new members are being admitted at every meeting. The writer feels proud of No. 287 and predicts for her a bright future.

THE sincere thanks of Buffalo Lodge No. 12 are extended to the members of Keystone Lodge, No. 208 for their kindness in taking charge of the remains of the late Bro. F. E. Tucker and conducting the funeral service at his home in Jackson, Pa.

THE Firemen's Magazine made its appearance this month in a new garb that adds attractiveness to its already great worth. This is a Magazine that is foremost in the ranks, and could not be otherwise with its enterprising editors to push it along. Always success to the Firemen's Magazine.—*Western Railroad.*

THE attention of our readers is called to the advertisement of J. S. Townsend, the jeweler of Chicago, Ill. Mr. Townsend has a magnificent variety of goods, all guaranteed, and his terms are very reasonable. He is personally known to us and we do not hesitate to recommend him to our railroad friends.

THE Associate Editor wishes to express his gratitude to the many Lodges that so kindly invited himself and family to attend their annual entertainments during the season. While it would be impossible under existing circumstances to be present, yet he fully appreciates the kindly feelings that prompted the invitations.

R. G. S. WRITES as follows from Huntington, W. Va.: I would like to hear from some of our brothers whether it is best, when transferred from one division to another, to change membership from one Lodge to another, or is it best to remain with your original Lodge. Our cloud is blown over and all is sunshine on the C. & O. Lodge 294 is as healthy as any that has ever emanated from the parent stem, and none has a more enthusiastic or energetic Master.

IN MEMORIAM.

Dedicated to George Von Derlehr, of Capital Lodge No. 46, who was killed in a collision on the B. & O. R. R.

He was kind and brave, he was young and strong,
And his comrades loved him, every one.
When at work he fully did his part
With a willing hand and a cheerful heart.

But ere he had time to think or act
His engine dashed from off the track,
And the scalding steam flowed like the tide
O'er the noble lad at the engine's side.

When earthly help could not be given,
Streight was lent to him from heaven,
And loosened him from the rigid grasp
Of the iron monster which held him fast.

Mangled and suffering, aye, almost dying,
We walked to the engine where he was found lying
Soon his wife and mother stood by his side,
And their grief and fear they could not hide.

The mother's heart, with agony wrung,
Too deep to be told by mortal tongue,
And in spite of Death, who was standing near,
Their breaking hearts we tried to cheer.

The Heavenly Father claimed his own,
And angels descended from the throne,
And bore his spirit to that peaceful home
Where sorrow and suffering are unknown.

—K. Tobin.

IN MEMORIAM.

Dedicated to the memory of Henry B. Cochran, of Georgia Lodge No. 245, who departed this life January 26th, 1886.

He is not dead, but sleepeth,
Sleepeth in Christ's fond embrace;
Resting there quietly, sweetly,
Watching the Savior's dear face.

She wept when she saw her darling
Hid from her sight ever more.
Yes, wept, for her heart was breaking,
And bleeding at every pore.

He was so young to leave her,
So happy, and full of life;
The world was full of sunshine,
No sorrow, or care, or strife.

Their life was so bright before them,
No cloud had appeared on their skies;
But now her pathway is shadowed—
O'ercast with sorrows and sighs.

Oh, Henry, she mourns for you sadly,
Though you're gone to the land ever fair.
Sadly, her eyes ever wander
To your desolate, empty chair.

Were you looking, dear Henry, from Heaven,
When they lowered your form from her eyes?
Did you know how her heart was breaking?
Did you hear her deep, mournful sighs?

Good-bye, then, dear one, forever;
Her darling, her own true love,
Too soon, ah, too soon did He call you
To dwell with him far above.

—Adelaide.

Death of James. H. Sutfin.

The Las Vegas Gazette contains the following account of the death of Bro. James H. Sutfin, of Montezuma Lodge No. 204, viz: James H. Sutfin, son of Dr. Sutfin, died at his home in St. Charles, Mo., at 3 o'clock yesterday morning. James was a young man about twenty-five years of age and was a fireman on this railroad division for the last two years. He was afflicted with chronic rheumatism, from which disease he has had very severe periodical attacks, generally confining him to his room for a month or two, when he would be able to resume work. He has been down with this last attack for about six weeks, and believing that the change of climate would be beneficial, left last Monday for St. Charles, accompanied by his sister, Mrs. J. H. Koogler. He received every attention which skillful medical aid and careful nursing could give, but all of no avail. He was a young man of good habits,

very industrious and ambitious to succeed, doing work really beyond his strength, every day that he was able to be out of the house, and had saved up from his earnings a nice little sum of money. He was a member of the Brotherhood of Locomotive Firemen and also of the P. S. of A. of this city, in good standing. He was of a cheerful disposition and popular with all his acquaintances and men with whom he worked. His many friends in this city will be shocked at his sudden and unexpected death, and his parents and family will have the sympathy of all in this great sorrow.

Locomotive Firemen's Magazine.

Terre Haute Gazette.

Of the January number of the Firemen's Magazine 25,000 copies were printed and sent to subscribers. This is the largest number of any trade magazine ever published in this country. A cash prize of \$500 is offered to the agent who gets the largest number of subscribers during the year 1886. There are 300 agents in the field and it is thought that the one who gets the prize will obtain somewhere near 1,000 subscribers. It is expected that the circulation of the Magazine will go up to 30,000 during the year. It certainly ought to.

An Important Arrangement.

The Kentucky Railroad Tobacco Company, doing business in the City of Covington, Ky., manufactures an article of chewing tobacco known as the "Railroad Plug," an exceedingly popular brand. This Company has contracted with the Grand officers of the B. of L. F. to give to the Brotherhood, for the term of five years, a royalty upon each pound of all the tobacco of that brand that is sold. The arrangement will afford those of our Brotherhood who chew the weed an opportunity to put a large sum of money in the treasury of the Order without any additional tax upon their favorite habit. A similar contract has been made with F. D. Thompson, Esq., of Covington, Ky., a large manufacturer of cigars, to pay the Brotherhood a handsome royalty on the sale of the "Valre" and "Eccentric" brand of cigars—five and ten cents, respectively. Here is another opportunity for our brethren to smoke, not only for their own delectation, but for the "Good of the Order." We feel satisfied that our brethren will bear this in mind, and see that their tobacco and cigars bear the right stamp. The manufacturers are gentlemen of high business integrity and the boys will be certain to get good goods.

General Morrow's Letter.

On the occasion of the late ball, given by Elkhorn Lodge No. 58, General Henry A. Morrow, of the United States Army, who is stationed at Fort Sidney, Neb., was invited to deliver an address, and though unable to accept the invitation, he responded in a letter of some length in which he took occasion to express his appreciation of our Brotherhood and kindred organizations. As the General's letter embodies sentiments worthy of reflection and consideration, we take pleasure in presenting it to our readers in full:

Fort Sidney, Neb., Dec. 28, 1885.

Mr. A. Struthers, Chairman of Committee, B. of L. F.:

MY DEAR SIR: Your telegram inviting me to deliver an address on the evening of the 31st inst., at the opening of your ball, has just been received. I hasten to acknowledge the compliment of this invitation, and to assure you that I should have found pleasure in complying with your request could I have made it convenient to be with you at the time designated. But my duties will keep me in Sidney, and I must therefore forego the pleasure of being with you on the 31st inst. I esteem it a high compliment to have been asked to address your organization. Among the many brotherhoods which are doing so much to alleviate human suffering there is none that stands higher or is doing nobler work than the B. of L. F. I wish every success to you and kindred Orders. Your Lodges are nurseries of much sound thought and some of the greatest political problems of our times, and your system of charities and relief are having a humanizing influence on our population all over the country. I regard the

brotherhoods existing to-day in almost every branch of labor, as potent energies in lifting the laboring men to higher planes of thought and independence. But the fact should never be allowed to pass out of view that the interests of capital and labor, of employer and employed, when rightly understood, are one and inseparable. To harmonize these interests and bring them into closer sympathy, is a sacred duty which all men owe to themselves and to the community at large. I should have been glad to stand for a few moments at least, in the presence of your members, and to have expressed my sympathy with the objects and purposes of your Order, and to have wished you individually and collectively much happiness and prosperity. As it is, you must take the will for the deed, and permit me to subscribe myself,

Yours very truly,

HENRY A. MORROW, U. S. A.

Presentation.

The members of Maple Leaf Lodge No. 151 have manifested their appreciation of their officers in a substantial manner, as will be seen by the following from the Hamilton Times:

"A pleasant event took place at the last regular meeting of Maple Leaf Lodge of the Brotherhood of Locomotive Firemen, held in St. George's Hall. After the regular business was over the Worthy Master, Bro. McHattie, in a short speech, said he had a most pleasant duty to perform. He was sure no one felt more pleasure than himself that some token of the esteem that the Secretary and the Past Financier were held in by the brethren was to be shown them by presenting Bro. Sidney Roberts with an inkstand and Bro. John McColl with a breastpin, which was but an inadequate return for the untiring services performed in the Brotherhood's behalf. Both the brothers were taken by surprise. Bro. Sidney Roberts, in thanking the brothers, said it had always been his aim to do all he could to forward the interests of the Brotherhood as a body and to help all in his power any individual member. He would keep the inkstand as one of his dearest treasures. Bro. McColl also thanked the brothers, and said he was sure no one took more interest in the Brotherhood than himself. He was willing at any time to do what he could for Maple Leaf Lodge. The Lodge was then closed until the next meeting, to be held in the new year."

Watch Presentation.

We are under obligations to Bro. D. A. Middleton, of Bayou City Lodge No. 146, for a copy of the Houston Post containing an extended account of the presentation of a magnificent gold watch and chain to Master Mechanic D. C. Smith, of the Louisiana Division of the Atlantic System of the Southern Pacific Railroad, by the employees of the Division, who were very warmly attached to him. The account is given in detail from which we copy the following extract:

"Last evening at 8:30 o'clock the employees of the motive power department of the Louisiana Division, Southern Pacific company, Atlantic system, assembled in the council chamber at the market house to do honor and express their respect and high esteem toward their former Master Mechanic, Mr. D. C. Smith, by presenting to him a beautiful and valuable gold watch and chain as a souvenir of their esteem and respect for him. The watch is of the Howard movement, beautifully frosted and containing on the outer case many elegant designs in the shape of handsome work. In the reserve case a lovely diamond sparkles, shedding its lustrous brilliant rays. The inside is handsomely engraved, containing the following inscription: 'Presented to D. C. Smith, Master Mechanic, by all the employees in the motive power department of the Louisiana Division of the Southern Pacific company, Atlantic system, as a token of their high esteem and friendship. Houston, Texas, January, 1886.' The works are of the finest character and beautifully jeweled. The chain suspended corresponds in magnificence and value with the watch. It is chaste and beautiful in design. Attached thereto is a lovely Masonic Maltese cross, studded with diamonds, and containing various letters and inscriptions emblematic of the craft. All in all, it is the most beautiful and magnificent watch and chain ever brought to this city."

The presentation speech was made in a very fitting manner by Mr. John O'Rourke, Chief Clerk of the Motive Department, and Mr. Smith, the recipient, responded in felicitous terms. A number of other addresses were made, after which the party retired to partake of an elegant spread that had been prepared for the occasion. Among the many guests we notice that our members figured prominently and did themselves and the Order great credit. The tribute to Master Mechanic Smith was richly deserved and bears evidence to the fact that an official who treats his men with becoming fairness, invariably enlists their respect and esteem, and in after years this must certainly be a source of no small degree of satisfaction.

Bible Presentation.

The Dakota Huronite publishes the following account of a recent bible presentation, of which Prairie Lodge No. 170 was the recipient:

One of the most prosperous secret societies in our city is the Brotherhood of Locomotive Firemen. Nearly every fireman on the Dakota Division is a member. The motto of the Order is, "Benevolence, Industry and Sobriety," and there is no society where the mottoes are lived up to more fully than in this. On Sunday last your writer, although not a member, was admitted for a short time while the Lodge was enjoying a few minutes' intermission. While the brothers were interviewing your reporter, the Guard, who is armed with a coal pick, announced that a committee of ladies were without and requested to be admitted. The most noble left hand assistant, although he is now on the right hand side, turned pale and whispered to the noble keeper of accounts, "I will have to lay off this trip, take out my run." After convincing the brothers that he was really ill they let him off, and the noble keeper of accounts assumed the station and bade the most high guide to conduct the ladies hither. Mrs. B. N. Healey, Mrs. W. H. Parkhouse, Mrs. Samuel Randall and Mrs. O. H. Ellis entered. The ladies stated that they were acting as a committee for the purpose of presenting to Prairie Lodge, B. of L. F., a bible as a gift from the wives and mothers of the members. W. H. Parkhouse responded in a fitting speech, thanking the ladies for their kind remembrance of them as an Order, and that with such encouragement they would redouble their efforts to prove worthy of their confidence. The bible is an elegant book, richly bound in morocco and gold, and is a present that any society might well be proud of. On a blank memorandum page Mr. O. C. Dallas has beautifully lettered the good wishes of the givers and their names, of which we noted Mrs. J. F. Bliss, Mrs. David Bartlett, Mrs. W. H. Copeland, Mrs. G. H. Dubridge, Mrs. O. H. Ellis, Mrs. John Ebert, Mrs. Geo. Fauver, Mrs. Pauline Gruff, Mrs. B. N. Healey, Mrs. C. A. Mattes, Mrs. Anna McNally, Mrs. John Nezer, Mrs. W. H. Parkhouse, Mrs. J. A. Reed, Mrs. Samuel Randall, Mrs. E. E. Vance and Mrs. W. H. Whalen.

After the presentation, suitable resolutions of thanks were adopted, which appear elsewhere.

Amusements.

GRAND ISLAND, NEB.

The First Annual Ball of Grand Island Lodge No. 280, was held on the night of December 22, 1885. There were one hundred and fifteen couples in the grand march. The committee did all in their power to entertain their guests and succeeded admirably in so doing. They made \$80.00 above expenses, which will make a good addition to their treasury.

BINGHAMPTON, N. Y.

Magnet Lodge No. 227 gave their second annual ball at the Orient rink, on Thursday evening, January 21, which was a very enjoyable affair. There were about two hundred couples present, and they had a very pleasant time. The music was furnished by Beaman's full orchestra, and the boys that were on the committees did all they could to have everybody enjoy themselves. The supper was served in grand style by mine host E. H. Stow, of the Stow. On the large glass in the room there was a monogram "B. of L. F." Have another one soon, boys, and we will all come.

KANSAS CITY, MO.

Kansas City Lodge No. 74, gave its Fourth Grand Annual Ball, New Year's Eve, Dec. 31, 1885, at the new Music Hall. To give a full account of it would take up too much space, therefore I will be brief as possible. The ball room was filled to overflowing and everyone present enjoyed themselves hugely. Not a thing went wrong to mar its progress and a finer looking congregation of ladies and gentlemen are seldom to be seen, if at all. To say the least the "fire boys" appeared in first-class trim and the ladies deserve the same credit for they did look splendidly. Bro. E. T. Carroll had charge of the cloak room and is entitled to our many thanks for the faithful manner in which he performed his duties. In conclusion I will say that this ball was a No. 1 success, both socially and financially and if our next compares with it, we will have no grounds for complaint. Wm. Piercy.

NORTH PLATTE, NEB.

One of the grandest balls ever given in North Platte was that of Elkhorn Lodge No. 28, this season. It was in all regards a magnificent affair and reflected equal credit upon the members and the organization. We take the following extract from an enthusiastic report of the affair given by P. H. S.: It was certainly the social event of the season. Our decorations were the finest and the most appropriate, as we had picks and shovels, charts, headlights, silk flags, banners, streamers, rosettes, etc., we had the biggest band (the Twenty-first United States Infantry), the finest music, the best dressed and most orderly crowd, and as for supper, well—enough can not be said in its praise. The committee on the floor was A. 1, and the door keepers, or ticket takers, Oh, my! Sad indeed would be the fate of him who would have the audacity to try to enter without being properly armed with the required pasteboard. The crowning event of the evening was the change scene. I fear I can not do it justice. On the stage on a street scene we had a banner of farewell to the year that was to leave us at midnight while behind it we had a parlor scene with a banner of welcome to the new year, etc. upon it. Just at midnight the electric light went out and simultaneously the scene changed. All was darkness for an instant then the light brightened up again when lo, and behold the changed scene on the stage. The effect was grand and it was loudly applauded and hailed with delight.

The company kindly furnished free transportation both ways for all who wished to attend the ball from Omaha and Cheyenne. Gen. Morrow from the military post at Sidney loaned us all the flags he had for the occasion. Our Master Mechanic Frank Rearden was very kind to us and showed us many favors.

BOSTON, MASS.

The annual ball of Boston Lodge No. 57 was the most elegant affair ever given under the auspices of that Lodge, and this is saying a great deal as the Boston boys are noted for their social entertainments. The affair was gotten up under the immediate supervision of Bro. A. W. Spurr, who was seconded by a corps of able assistants. The arrangements were complete in every detail, and reflected equal credit upon the Lodge and its members. A feature meriting special attention were the magnificent programmes that were gotten up for the occasion. They are undoubtedly the most elegant we have seen this season and will be treasured as a fitting souvenir of one of the grandest social events of the season.

The Boston Globe notices the ball in the following complimentary terms, viz: "The Locomotive Firemen had a gala time in Odd Fellows Hall last evening. The occasion was the ninth annual ball of Boston Lodge, No. 57, and the well-waxed floor trembled beneath the rhythmic footsteps of 300 blithe-some couples. Overhead the great hall was a blaze of light, and hour after hour the walls resounded with the strains of the orchestra, under the direction of J. Howard Richardson. The grand march was taken up at 8 o'clock, and from that time until 4 in the morning, music and the dance held sway. At 12 o'clock an excellent supper was served in an adjoining banquet hall by caterer Tufts.

The various committees having the ball in charge were as follows: Committee of Arrangements, A. W. Spurr, A. A. Kilburn; Reception Committee, F. H. Hager, W. P. Wood, E. E. Roundy; Marshals, W. C. Green, J. P. Vasque; Floor Manager, L. B. A. Sweetser; Assistant Floor Managers, J. C. Edwards, A. J. Devoe; Aids, C. Bowman, B. F. White, T. P. Cusic, A. J. Stuart, C. H. Chase, F. Sheldon, C. Whitum, E. W. Jones, L. P. True, H. Legarde, H. L. Toby, Everett Sias, S. S. Landon, C. K. Mitchell, F. E. Govey, A. E. Billings, F. A. Bushnell, G. B. Litchfield, C. E. McIntosh, W. T. W. Murray, B. F. Hibbard, W. E. Musgrave, H. J. Sheldon, G. M. Perkins.

The proceeds of the ball will go for the relief of its sick and distressed members. Each woman attending last evening was presented with an elegant souvenir dance order, which fittingly commemorated the most successful ball ever given by the Locomotive Firemen.

SUSQUEHANNA, PA.

The second annual ball of Keystone Lodge No. 208, B. of L. F., of this place, which occurred on Friday evening, January 20th, was a flattering success in every particular. About 225 couples participated in the dance, besides a large crowd of spectators. The entire floor of the hall was covered with white ducking, making a magnificent dancing area. The hall was tastefully decorated with evergreen wreaths, with red and white and green lanterns hung in the center of each wreath, making a beautiful display. There was also 160 feet of rope entwined with evergreen and hung diagonally across the hall, with a large bell hung from the centre, and all along the rope were displayed American flags, in numbers, together with the red, white and green signal flags. The rear of the hall, over the entrance, was entirely covered with large flags. Directly over the stage was a banner which bore the word "Welcome" and to the left of this was hung the banner of Keystone Lodge No. 208. In the center, high above all, was our motto: "Benevolence, Sobriety and Industry, B. of L. F.," entwined with large flags, and beneath this was hanging our Brotherhood Chart, to the right of which were tastefully arranged two scoops, one coal pick and a nicely finished, small rake, made for the occasion. From this was suspended a lantern, of each color, red, white and green. Both sides of the walls were filled with pictures of locomotives of different designs. The hall, on this occasion, was illuminated by the electric light, which was furnished by the N. Y., L. E. & W. R. R. Co., through the kindness of our Superintendent of Motive Power, Mr. R. H. Soule, and our Master Mechanic, Mr. V. Blackburn, free of charge. It was surely the grand finish to all previous arrangements and presented a rich, attractive and elegant appearance. At the proper hour Beeman's orchestra, of Binghamton, ascended the platform and Prof. Carter, of Carbondale, Pa., led off the grand march, and from that time on the merriment was kept up. The programme was arranged with an eye to the dances which Susquehanna people were partial to, and in consequence, nothing occurred to mar the pleasures of our second annual ball. The attendance was undoubtedly the largest ever assembled on any previous occasion in this place and reflects great credit on those who had charge of the arrangements. Fraternally yours, J. J. Lannam.

Resolutions.

HURON, DAKOTA, DEC. 31, 1885.

At a regular meeting of Prairie Lodge No. 170, held December 31st, 1885, the following resolutions were adopted:

WHEREAS, This Lodge has been favored by the receipt of a beautiful Bible, presented by the wives and mothers of the members of this Lodge, and

WHEREAS, In receiving the valuable gift it supplies a long felt necessity, and from such estimable and good wishers of this noble Brotherhood, we feel honored and encouraged in the good work we have begun. Therefore be it

Resolved, That our most sincere thanks be returned, and that their names and kind deeds shall ever be held as sacred in memory as is the sacred book itself.

Resolved, That we shall ever hold this as a headlight to guide us on our way, and shall strive to act by its teachings so that on the last great day we shall be rewarded with a position on the right side.

Resolved, That a copy of these resolutions be presented to the city papers and our Magazine for publication.

S. P. MALONE,
M. MURREY,
L. L. NEIBLING, } Committee.

BARNESVILLE, MINN., DEC. 27, 1885.

At a regular meeting of New Era Lodge No. 76, held December 27th, a loud rap was heard in the ante room. The door was opened and to our surprise in came the wife of Bro. Joe Glasbey, accompanied by her sister, Miss Nellie McCarthy. The object of their visit was to present the Lodge with a beautiful crocheted tidy, elegantly trimmed with crimson satin ribbon, for our worthy Master's chair; also a present for Lodge purposes, very beautifully designed in embroidered silk, "New Era Lodge No. 76, B. of L. F.," neatly bordered with forget-me-nots. Our worthy Master, E. F. Burke, arose and addressed them, thanking them in behalf of the members of 76. The meeting was then called to order, when the following resolutions were unanimously adopted:

Resolved, That the members of New Era Lodge No. 76 fully appreciate this token of the kindness of Mrs. Glasbey and Miss McCarthy.

Resolved, That a vote of thanks be tendered Mrs. Glasbey and Miss McCarthy, and that a copy of these resolutions be given to them, and a copy spread on the minutes of our Lodge, and also a copy be sent to the Magazine for publication.

JAMES HAM,
THOMAS JONES,
JOSEPH GLASBEY, } Committee.

EAST SAGINAW, MICH., DEC. 15, 1885.

At a meeting of Saginaw Valley Lodge No. 286, held at East Saginaw Dec. 13, 1885, the members of the Lodge were agreeably surprised by being presented with a beautiful ballot box constructed by Mr. Barker, a foreman of the F. & P. M. car shops, per Bro. Phil. Covey. The ballot box is made of black walnut with oil finish, and each end is covered with a lid and the partition in the centre of the box contains a trap so that a person can not vote without taking his hand out of the box, and on one lid appear the letters B. of L. F. in gold. On the whole the box is a model of ingenuity and workmanship, and speaks well for Mr. Parker's abilities. The following resolution was then adopted by an unanimous vote of the Lodge:

Resolved, That this Lodge tender Mr. Barker a vote of sincere thanks for the presentation of a beautiful ballot box and that a copy of this resolution be sent to the Magazine for publication.

H. MEYER,
Secretary.

FORT WAYNE, IND., JAN. 10, 1886.

At a special meeting of A. G. Porter Lodge No. 141, the following resolutions were adopted:

WHEREAS, It is with heartfelt sorrow, that we are called upon to announce the death of our beloved brother, Harry E. Rubendale, who died from the loss of his foot, and blood-poisoning therefore be it

Resolved, By the death of Bro. Rubendale, his parents have lost a dutiful and loving son, and our Brotherhood a most faithful member, whom every brother will miss, but it is with feelings of satisfaction, that we can remember and cherish his noble qualities.

Resolved, That the thanks of this Lodge be extended to Misses Emma Steineman, Elizabeth Tenny, and Anna Lauer for their assistance, in draping our charter, also to Messrs C. D. Law, C. R. Higgins and A. H. Polhamus for many favors shown to us.

Resolved, That our charter be draped in mourning for a period of sixty days, and a copy of these resolutions be forwarded to the editor of the Magazine for publication, a copy to be sent to the parents of the deceased, and a copy to be spread on our minutes.

R. M. JONES,
A. J. ROHLER,
M. MILLER, } Committee.

LINCOLN, NEB., FEB. 7, 1886.

At a regular meeting of Bee Hive Lodge No. 179, held December 27, 1885, the following resolutions were unanimously adopted:

WHEREAS, This Lodge has been the recipient of a beautiful silk banner from Mrs. Mary W. Ream and Mrs. Lulu Steele, mother and sister of our worthy brother, Lincoln Ream, upon which the initials of our Order, "B. of L. F." are handsomely printed; also a bee hive in the centre which represents the name of our Lodge, all of which is the handiwork of the donors, therefore be it

Resolved, That we tender to the above named ladies our heartfelt thanks for their beautiful present.

Resolved, That we will always endeavor to prove ourselves worthy of the gift, and may the lives of the donors be long and happy in the wish of No. 179.

Resolved, That a copy of these resolutions be presented to each of the lady donors, recorded in the minutes, and published in the Magazine.

JAMES ROBINSON,
Committee.

GARRETT, IND., JAN. 20, 1886.

A meeting was held by the employees of the Baltimore & Ohio Railroad Company, on January 29th, and on motion J. H. Gilbert was elected chairman and R. W. Doyle secretary. The object of the meeting being explained by the chairman, Mr. Gilbert, the following resolutions, being drafted, were unanimously adopted:

WHEREAS, We assemble this evening, Conductors and other Trainmen, for the purpose of making suitable arrangements to meet the necessities and requirements so suddenly thrust upon us, in consequence of the terrible accident which occurred at or near Chicago Junction, Ohio, this morning, by which Engineer Driscoll, Fireman Vonderleer, Conductor Palmer and Brakeman Creely, were so suddenly hurled into eternity, therefore, be it

Resolved, That with bowed heads and sorrowing hearts we mourn with the families and friends of our unfortunate fellow employees above named, and not only extend our sincere sympathy, but desire to do all in our power to lighten the burden of their grief and care. Further,

Resolved, That we hope that the appalling sacrifice of life that has resulted from this accident may not have occurred in vain, but that it may stamp itself upon our hearts and minds in so vivid and lasting a manner as to completely and permanently preserve for us in the discharge of every duty that "Eternal Vigilance" which, in railroad life, is the price of life and property. Further,

Resolved, That a copy of these proceedings be presented to the families of the deceased, and to the press of Garrett, Auburn and Deceased.

J. DUNCAN,
J. MURPHY,
T. B. REED,
R. W. DOYLE,
J. P. BAILEY, } Committee.

Letters of Thanks.

BAIRDSTOWN, OHIO, Dec. 22, 1885.

To the Members of Ashland Lodge, No. 223:

DEAR SIR: I have received a draft for \$1,500.00, the amount voted me by the Convention of the Brotherhood on the policy of my late brother, Lewis Wilson, for which I return my most sincere thanks. Wishing the Brotherhood a prosperous future, I remain,

Yours fraternally,
ADDIE WILSON.

GREENVILLE, TEX., Jan. 14, 1886.

To the Officers and Members of Texas Belle Lodge No. 155, B. of L. F.:

I desire to return thanks for your kindness and sympathy as shown at the death of my husband, Joseph K. Minter. I also desire to acknowledge receipt of draft for \$1,500.00 at the hands of L. Ryan, Financier. The Brotherhood will always have my most sincere wishes for its prosperity.

Yours respectfully,
CARRIE MINTER.

CHICAGO, ILL., Jan. 11, 1886.

To the Brotherhood of Locomotive Firemen:

DEAR SIR: PERMIT me to return my sincere thanks to you, one and all, for the donation of five hundred dollars made me by the late Convention, which I received through Bro. J. Wakeley, Financier of Hercules Lodge No. 63. My heartfelt wish is that our noble Brotherhood may live and thrive for all time.

Yours fraternally,
FRANK W. ROGERS.

KANKAKEE, ILL., Jan. 10, 1886.

To the Brotherhood of Locomotive Firemen:

I desire to express my sincere thanks for the payment of \$1,500 due me on the policy of my deceased husband, Robert Davis. I also wish to express my thanks to Eureka Lodge No. 14, for their kind attention during my husband's sickness. Hoping that the Brotherhood may always prosper and continue in its good work, I remain

Very truly
MRS. ROSA DAVIS.

SACRAMENTO, CAL., Dec. 21, 1885.

To the Officers and Members of the B. of L. F.:

I desire to express my sincere thanks to the Brotherhood of Locomotive Firemen for the prompt payment of Fifteen Hundred Dollars (\$1,500), the full amount due me at the death of my husband, Alex. J. Henderson.

That the Brotherhood is a blessing to the widow and orphan is truly manifested, and that it may be attended with prosperity, is the heartfelt wish of
MRS. A. J. HENDERSON.

PHILADELPHIA, PA., Oct. 15, 1885.

To the Officers and Members of the B. of L. F.:

GENTLEMEN: I wish to acknowledge through your Magazine the receipt of \$1,500.00, paid to me by F. Dupell, Financier of Lodge No. 75, upon the policy of my late husband, Samuel Drinkhouse. I also desire to tender to the officers and members of Lodge No. 75, my sincere thanks for their kindness and attention during my late trouble. With many kind wishes for the success of the Brotherhood, I remain,

Yours very respectfully,
MARY DRINKHOUSE.

CHILLICOTHE, OHIO, Dec. 31, 1885.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: With many thanks to you, one and all, allow me, through the columns of the Magazine, to acknowledge the receipt of a draft for \$1,500.00, paid me in full for a disability claim, the same received through the hands of our worthy Grand Secretary and Treasurer, Eugene V. Debs.

I also extend my sincere thanks to the brothers of Scioto Lodge, No. 202, and the attention shown myself and family by them will ever be held in kindly remembrance. With best wishes for the Brotherhood, I remain,

Yours fraternally,
J. R. SCHOOLEY.

POINT EDWARD, ONT., Jan. 2, 1886.

To the Officers and Members of Huron Lodge, No. 221, B. of L. F.:

DEAR SIR: PERMIT me to return my sincere thanks to you, one and all, for the donation of five hundred dollars made me by the late Convention, which I received through Bro. J. Wakeley, Financier of Hercules Lodge No. 63. My heartfelt wish is that our noble Brotherhood may live and thrive for all time.

Yours fraternally,
ED. EVERETT.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen of North America, and will contain all Notices of Assessments and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

MARCH, 1886.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., March 1, 1886. }

Assessment Notice.

No. 17.—\$1.00.

To Subordinate Lodges:

SIRS AND BROTHERS: You are hereby notified of the following deaths and disability:

135. Arthur H. Steele, of Lodge 73, died of Typhoid Fever, December 26.

136. Miles Stanton, of Lodge 54, was accidentally shot and killed, January 12.

137. Henry Cochrane, of Lodge 245, died of Peritonitis, January 25.

138. W. Liddell, of Lodge 67, was killed in a Railroad Accident, January 25.

139. S. C. B. Hardiman, of Lodge 54, died of Malaria Fever, February 7.

140. Geo. M. Barnes, of Lodge 28, died from injuries received in a Railroad Accident, February 7.

141. Thos. Hayes, of Lodge 244, died of Pneumonia, February 7.

142. W. H. Gray, of Lodge 210, was declared totally disabled from injuries received in a Railroad Accident, February 8.

The amount of ONE DOLLAR is due on the above claims from all members whose names were on the rolls of membership February 8, 1886, and must be paid to your Financier on or before April 1, 1886. The Financier is required to forward the above assessment so it will reach the Grand Lodge on or before April 10, 1886. Members failing to make payment as above provided, will stand suspended from all the benefits of the Order during such arrearage, as per Section 4 of Article 5 of the Constitution.

Fraternally yours,

EUGENE V. DEBS, G. S. and T.

Black List.

JOHN KUHN.

John Kuhn, the late Financier of Fidelity Lodge, No. 185, Delphos, Ohio, has been expelled for defrauding his Lodge. He is a fraud and dead beat, and ought to be treated as such by all honest men.

GEORGE GREGG.

George Gregg, late Financier of Pilot Lodge No. 124, has been expelled for defrauding his Lodge. His record is that of a rank scoundrel, and his Lodge hereby warns all who do not wish to be victimized, to steer clear of him.

H. J. FITZJOHN.

The following publication is authorized by Etna Lodge No. 163, viz.: H. J. Fitzjohn, late Financier of the above named Lodge, was expelled January 22, for defrauding the Lodge and its members and violating his obligation. He absconded with the funds of the Lodge and acted the part of a scoundrel generally. He was at one time a member of Sunny South Lodge No. 148. All honest men are warned against this consummate villain.

Expulsions.

The following expulsion have been reported for the month of January:

Lodge.	NAMES.	Lodge.	NAMES.
36	Frank Skinner.	77	J. H. Pelham.
3	Edwin Weeks.	77	Wm. T. Ward.
3	Jas. H. Craddock.	81	G. W. Vaupell.
3	L. Legenhausen.	82	Eugene Trowbridge.
3	Geo. D. Neafie.	85	Joe Fussey.
4	P. L. Norton.	85	T. Boyd.
8	Geo. Gerwick.	86	J. E. Carroll.
18	J. B. Miller.	86	Wm. Notlage.
18	J. W. Oldham.	86	C. L. Morsier.
21	Wm. Barrett.	86	T. Hogan.
21	M. Barrett.	87	Jerry Murphy.
21	Jno. P. Cushing.	87	Chas. Matthews.
21	A. Dooner.	95	C. J. Collins.
21	Alex. Edmont.	96	R. L. Stoddard.
21	Howard Elghme.	97	J. A. Kingsley.
21	Jno. Feleter.	97	F. Horner.
21	Jno. Engelhorn.	97	C. F. Wolfer.
21	M. Hurley.	105	Jas. Mackin.
21	Jno. A. Hayes.	107	H. G. Bechhold.
21	Robt. Johnson.	107	W. N. Nichols.
21	Lawrence Lacy.	107	Godfrey Miller.
21	L. Ladenburger.	110	W. W. Bartlett.
21	Jerry Montgomery.	111	J. R. Christy.
21	Chas. Mooney.	113	D. C. Morgan.
21	Jerry Phalon.	113	M. Carr.
21	Peter Quinn.	121	L. H. S. Patchell.
21	Jno. Scanlan.	122	Frank Gilbert.
21	Luther Taylor.	127	Ed. Holloway.
22	Martin Mauer.	127	Henry Lynes.
27	W. H. Hoffer.	130	E. T. Johnson.
27	C. A. Joice.	130	J. C. Donnelly.
31	W. Carpenter.	132	W. C. Brown.
31	S. E. Kelly.	132	J. R. Hackett.
37	Wm. Fluck.	132	J. W. Hallman.
37	John Hedigar.	132	T. L. Morgan.
40	Ed. McCurdy.	132	Frank Morgan.
45	J. Groszle.	132	Jno. McDonald.
45	L. Hardison.	132	Wm. O'Connor.
45	Thos. Pope.	132	Edward Lee.
45	J. L. Rawes.	134	G. W. Randall.
45	B. L. Blaucett.	135	W. W. Dunlap.
45	A. E. Clark.	135	Chas. Hall.
46	A. Hunt.	135	J. B. Johnson.
47	P. J. O'Brien.	135	Wm. Miller.
47	Dennis Canney.	135	D. B. Morrissey.
47	Chas. Quinlan.	135	S. McLaughlin.
47	J. G. Swartwout.	135	C. G. Baliquette.
51	D. Stevenson.	135	E. B. Windiate.
51	J. A. Thomas.	135	C. Walker.
51	Jas. Cronican.	135	G. E. Webster.
57	E. E. Massey.	135	E. A. Webster.
57	W. E. Chandler.	135	Wm. Whalen.
57	F. H. Field.	140	W. J. Hall.
57	H. H. Newhall.	140	Geo. Mings.
59	J. Curley.	140	J. F. Peterson.
59	Chas. Detamore.	140	H. C. Welch.
59	Martin Munro.	140	J. Conklin.
59	John Skinner.	140	A. W. Leonardson.
59	Alex. Burke.	141	J. L. Potter.
61	Wm. Dressen.	143	J. H. Allen.
61	Wm. Tracy.	143	L. N. Comstock.
61	Jas. T. Casey.	143	E. Van Goe.
61	Richard D. Peel.	145	M. Cowart.
61	T. K. Sullivan.	145	B. L. Gledley.
61	J. H. Sawyer.	145	Henry Seaman.
61	M. Sugrue.	145	R. D. Wallace.
61	H. T. Dole.	147	W. Delahunty.
61	A. W. Merriek.	149	H. N. Conklin.
60	Chas. Stewart.	149	Wm. Haughlighan.
72	Ed. Farr.	152	Jas. Franklin.
75	Wm. Konk.	152	Frank Phillips.
75	Chas. Friend.	152	C. A. Ryal.
75	J. B. Knowles.	152	W. W. Lavin.
77	J. F. Boyles.	152	Ed. Frost.
77	A. Booth.	156	M. Ney.
77	F. Colby.	156	J. H. Rhody.
77	Jas. Monahan.	159	W. M. Shook.
77	R. McCormick.	161	W. R. Garman.
77	N. J. McGuintz.	161	J. H. Moore.
77	R. McBride.	163	H. J. Fitzjohn.

Expulsions.—Continued.

Lodge.	NAME.	Lodge.	NAME.
169	Jas. B. Gunn.	200	Louis Schleovgt.
170	J. P. Nally.	200	M. Tully.
170	Hans Anderson.	200	W. C. Wright.
173	John Ring.	200	W. L. Hattie.
178	Dennis Ryan.	200	Jas. H. Connell.
178	F. W. VanHagan.	200	Ed. Doolittle.
182	M. Crowley.	200	C. N. Lavender.
182	J. G. Demmele.	200	J. E. Little.
182	F. Maltby.	213	Geo. Kessell.
184	Chas. Summers.	213	W. P. Carey.
188	Lewis Conly.	216	G. A. Mullany.
192	Geo. Lux.	218	W. H. Moore.
198	C. E. Bayley, Jr.	218	A. McHugh.
198	Wm. Dye.	218	Chas. S. Shriver.
198	W. J. Leonard.	218	Pat Shaughnessy.
198	C. L. Olmstead.	225	B. A. Chadwick.
198	Geo. Weston.	228	W. H. Rinker.
198	Frank Cass.	238	H. B. Jewell.

All not marked, for non-payment.

‡ Drunkenness.

‡ Dead Beat

† Defrauding Lodge.

‡ Dead Beat and Thief.

Reinstatements.

The following reinstatements have been reported for the month of January:

Lodge.	NAMES.	Lodge.	NAMES.
26	A. Reardon.	127	D. O'Leary.
49	Barney Sanders.	145	Harry Seaman.
53	P. D. Spohn.	149	L. Bennington.
53	Thomas Mashburn.	156	D. L. Carr.
55	W. E. Blackburn.	156	Joe Croskell.
65	George Blais.	177	J. B. Melson.
89	A. Harris.	187	Thomas Hensley.
122	Charles Miller.	211	J. T. White.

OFFICE OF THE GRAND LODGE B. OF L. F. }
TERRE HAUTE, IND., March 1, 1886. }

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS—All Lodges are requested to notify us at once of the name and location of the hall in which they meet. This is for publication in the Magazine in connection with the Lodge addresses.

Each officer is requested to examine his address in the Magazine and see that it is correct. The P. O. box number or street and house number should be given accurately to insure the safe delivery of the mails. *This is imperative.*

Full sets of Magazines for 1877, 1878, 1880, and a January number of 1882, are desired by the Grand Lodge. Any member having these sets, or single copies thereof and wishing to dispose of them, will please correspond with the Grand Secretary.

UNION MEETINGS.

The second of a series of Union meetings authorized by our late Convention, will be held in Atlanta, on Sunday, March 28th, under the auspices of Kennesaw Lodge No. 247. On our return from that point a Union meeting will also be held at Nashville, Tenn., Tuesday, March 30th, under the auspices of W. H. Thomas Lodge No. 159. The Grand Officers will address the meeting, and as matters of vital importance will be presented, a full attendance is earnestly requested. All members of the Order are cordially invited to attend. Fraternally yours,

EUGENE V. DEBS,
G. S. and T.

FRANK P. SARGENT,
G. M.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., February 1, 1886. }

Beneficiary Statement.

o Subordinate Lodges:

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending January 31, 1886:

RECEIPTS.

Lodge Nos.	Back	Assessm't.	No. 12.	Assessm't 13 and 14.	TOTAL.	Lodge Nos.	Back	Assessm't.	No. 12.	Assessm't 13 and 14.	TOTAL.
1	\$7	\$54			\$61 00	71	\$18	\$33			\$51 00
2	20	23			43 00	72	13	59			72 00
3	95	122			217 00	73	21	45			66 00
4	43	51			94 00	74	27	58			85 00
5	19	54			73 00	75	97	163			260 00
6	17	11			28 00	76	40	42			82 00
7	8	22			30 00	77	91	65			156 00
8	53	40			93 00	78		32			92 00
9	18	59			77 00	79	11	41			52 00
10	17	43			60 00	80			\$144		144 00
11	9	118			127 00	81		74			74 00
12	82	249			331 00	82	6	200			206 00
13		98			98 00	83	2	47			49 00
14	47	123			170 00	84		79			79 00
15		50			50 00	85		45			45 00
16	19	118			137 00	86	13	50			63 00
17						87		30			30 00
18	25	33			58 00	88		48			48 00
19		36			36 00	89					
20	21	32			53 00	90	4	7			11 00
21	20	4	\$10.		34 00	91	25	21			46 00
22	17	21			38 00	92	19	14			33 00
23	79	25			104 00	93	7	59			66 00
24	12	60			72 00	94	24	34			58 00
25	27	58			85 00	95	74	47			121 00
26	13	59			72 00	96	2	34			36 00
27	50	57			107 00	97	15	43			58 00
28	7	64			71 00	98	24	18			42 00
29		45			45 00	99	14	60			80 00
30	10	24			34 00	100	17	28			45 00
31	60	51			111 00	101	103	67			170 00
32	10	26			36 00	102		44			44 00
33	26	48			74 00	103	42	96			138 00
34			102		102 00	104	23	16			39 00
35	23	14			37 00	105		82			82 00
36	45	56			101 00	106	5	26			31 00
37		54			54 00	107	43	38			81 00
38	2	60			71 00	108	2	27			29 00
39						109	29	49			78 00
40	13	75			88 00	110		24			24 00
41		21			21 00	111	25	18			43 00
42		34			34 00	112	9	42			51 00
43	7	66			73 00	113	11	29			40 00
44						114		19			19 00
45	54	63			117 00	115	6	20			26 00
46	30	26			56 00	116		47			47 00
47		139			139 00	117		48			48 00
48	31	56			87 00	118	5	12			17 00
49	61	30			91 00	119	10	24			34 00
50	18	122	268		408 00	120	8	64			72 00
51	51	50			101 00	121	48	25			73 00
52	13	93			106 00	122	18	38			56 00
53	43	43			86 00	123		57			57 00
54	16	60			85 00	124	8	24			32 00
55	21	31			52 00	125	26	29			55 00
56	28	9			37 00	126	20				20 00
57	127	190			317 00	127	52	70			122 00
58		20			20 00	128					
59		88			88 00	129		66			66 00
60	20	88			108 00	130					
61	114	38			152 00	131		9			18 00
62	18	44			62 00	132	17	17			34 00
63	35	23			58 00	133		31			31 00
64	31	22			53 00	134	14	24			38 00
65	22	63			85 00	135	11	58			69 00
66	17	41			58 00	136	16	18			34 00
67	31	54			85 00	137	2	27			29 00
68	33	61			94 00	138		33			33 00
69	4	40			44 00	139	18	23			41 00
70	16	26			42 00	140		136			136 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back	Assessm't	Assessm't	Assessm't	TOTAL.	Lodge Nos.	Back	Assessm't	Assessm't	Assessm't	TOTAL.
		No. 12.	No. 13 and 14.					No. 12.	No. 13 and 14.		
141		\$79	\$154		\$233 60	221		\$33			\$33 00
142	\$118	53			171 00	222		9			32 00
143	11	16			27 00	223	28	15			43 00
144	4	26			30 00	224	7	18			25 00
145	6	27			33 00	225		17			17 00
146	34	24			58 00	226		28			28 00
147	14	18			32 00	227	17	16			33 00
148	3	2			5 00	228	12	43			55 00
149	68	108			174 00	229		30			30 00
150	8	49			57 00	230		46	\$60		106 00
151	11	47			58 00	231	25	37			62 00
152	9	9			18 00	232	4	17			21 00
153	13	32			45 00	233		18			18 00
154	4	15			19 00	234	18	5			23 00
155	16	16			16 00	235	21	15			36 00
156	32	40			72 00	236	12	16			28 00
157	12	24			36 00	237	25	46			71 00
158	24	43			67 00	238	11	11			22 00
159	12	14			28 00	239	7	24			31 00
160	21	42			63 00	240					
161	23	44			67 00	241					
162	42	30			72 00	242		22			22 00
163	59	17			76 00	243	2	29			31 00
164	2	42			44 00	244			98		98 00
165	22	25			47 00	245	9	13			22 00
166						246	6	12			18 00
167	16	38			54 00	247	3	16			19 00
168	13	34			47 00	248	8	13			21 00
169	16	76			92 00	249	6	12			18 00
170	36	28			64 00	250		37			37 00
171	10	13			23 00	251	6	22			28 00
172						252		49			49 00
173	8	29			37 00	253		21			21 00
174	48	69			117 00	254	12	12			24 00
175	17	11			28 00	255	12	15			27 00
176		15			15 00	256	13	17			30 00
177	26	26			52 00	257		27			27 00
178	25	44			69 00	258		18			18 00
179	48	47			95 00	259		19			19 00
180	7	6			13 00	260		20			20 00
181		19			19 00	261			40		40 00
182						262	4	7			11 00
183						263		10			10 00
184	16	23			39 00	264		24			24 00
185	26	10			36 00	265		17			17 00
186	55	32			87 00	266					
187		12			12 00	267	12	9			21 00
188			98		98 00	268		21			28 00
189	1	39			40 00	269	11	16			27 00
190	26	18			44 00	270		34			34 00
191	74	15			89 00	271		14			14 00
192						272	2	17			19 00
193						273	8	28			36 00
194	1	29			30 00	274		14			14 00
195	14	27			41 00	275	8	8			16 00
196	1	24			25 00	276	8	13			21 00
197						277		12			12 00
198	36	13			49 00	278					
199		23			23 00	279					
200	11	15			26 00	280		15			15 00
201		28			28 00	281		6			27 00
202	4	32			36 00	282	6	15			21 00
203	3	27			30 00	283		15			15 00
204	22	5			27 00	284		13			13 00
205	25	34			59 00	285	4	10			14 00
206		18			18 00	286	13	20			33 00
207		41			41 00	287		17			17 00
208	2	25			27 00	288		14			14 00
209	13	15			28 00	289	2	8			10 00
210	10	29			39 00	290		9			9 00
211	11	48			59 00	291					
212	6	22			24 00	292					
213	19	7			26 00	293					
214	6	21			27 00	294		7			7 00
215		42			42 00	295	2	21			23 00
216	20	46			66 00	296					
217	28	9			37 00	297					
218	27	12	20		59 00	298					
219	8	33			41 00	299		7			7 00
220	5	27			32 00	300					

Beneficiary Statement.—Continued.

Balance on hand January 1	\$411 50
Received during month	15,789 00
Transferred from General Fund	10,000 00

Total \$26,150 50

By claims 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114 and 115 \$22,500 00

Balance on hand February 1 \$3,650 50

Respectfully submitted.

EUGENE V. DEBS, G. S. and T.

Notice to Absent Members.

MEMBERS OF NO. 150.

John Hooser and Pat Hartnell, of S. M. Stevens Lodge No. 150, are requested to correspond with the Financier of their Lodge.

W. R. CURTIS.

W. R. Curtis, of California Lodge No. 200, will please correspond with the Financier of his Lodge at once, and save trouble.

Grand Lodge.

F. P. Sargent Grand Master
Terre Haute, Indiana.

J. J. Hannahan Vice Grand Master
Box 655, Englewood, Ill.

E. V. Debs Grand Secretary and Treasurer
Terre Haute, Indiana.

J. J. Hannahan Grand Organizer and Instructor
Box 655, Englewood, Ill.

TRUSTEES

W. F. Hynes Denver, Col.
C. A. Cripps Vincennes, Ind.
A. H. Tucker Mason City, Iowa

EXECUTIVE COMMITTEE.

H. Walton Chairman Philadelphia, Pa.
W. E. Burns, Secretary Chicago, Ill.
F. W. Dyer St. Paul, Minn.
C. A. Wilson Jersey City, N. J.
Sid. Vaughan Toronto, Ont.

Subordinate Lodges.

- 1. DEER PARK; Port Jervis, N. Y.**
Meets every Sunday at 2 P. M.
C. E. Barkman, Box 26 Master
J. E. Cook, Box 215 Secretary
A. McAllister, Box 1024 Financier
- 2. HAND IN HAND; Providence, R. I.**
Meets 2d Monday and 4th Tuesdays.
W. A. Aldrich, Woonsocket, R. I. Master
C. E. Harmon, E. Providence, R. I. Secretary
T. B. Wardwell, 28 Common St. Financier
- 3. ADOPTED DAUGHTER; Jersey City, N. J.**
Meets 2d and 4th Sundays, Cor. Grove and Fourth Sts.
E. P. Hutton, 61 Grand St. Master
R. H. Roden, 72 Erie St. Secretary
G. Auchter, 167 Fourth St. Financier
- 4. GREAT EASTERN; Portland, Maine.**
Meet at 53 Temple St., Cor. Congress St., in Congress Hall, 1st and 3d Sundays at 1 P. M.
F. A. Huff, 49 Hanover St. Master
L. P. Bailey, 26 May St. Secretary
W. O. Small, 12 Brown street Financier
- 5. CHARITY; St. Thomas, Ontario.**
Meets every Tuesday.
D. T. O'Shea, Box 784 Master
J. H. Holman, Box 784 Secretary
T. L. Hoyt, Box 784 Financier

6. **PRIDE OF THE WEST; Desoto, Mo.**
Meets 1st and 3d Mondays at 1 P. M.
J. Tully Master
G. Cheney Secretary
G. Barrett, Box 204 Financier
7. **POTOMAC; Washington, D. C.**
Meets 2d and 4th Sundays of each month.
E. Kemp, Alexandria, Va. Master
H. A. Wilvert, 807 Sixth st. S. W. Secretary
P. P. Luddy, 428 4½ St., S. W. Financier
8. **RED RIVER; Denison City, Texas.**
Meets 1st and 3d Saturdays at 2 P. M. and 2d and 4th Saturdays at 8 P. M. in K. of L. Hall.
C. Cain, L. Box 441 Master
S. M. Babb, L. Box 168 Secretary
A. T. Eckstrom, Box 189 Financier
9. **FRANKLIN; Columbus, Ohio.**
Meets 1st Monday and 3d Tuesday at 7:30 P. M.
W. J. Evans Master
C. H. Mason, 116 Vine St. Secretary
J. D. Coffey, C., St. L. & P. Shops Financier
10. **FOREST CITY; Cleveland, Ohio.**
Meet every other Sunday at 182 Ontario St., at 2 P. M.
J. Saunders, 58 Merchants' Ave. Master
T. P. Smith, 31 Jessie St. Secretary
A. H. Buse, 63 Brayton St S S Financier
11. **EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays at 2 P. M.
N. Strouse, 547 Fayette St. Master
C. W. Vannatta Secretary
J. W. Sinclair, L. Box 96 Financier
12. **BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 198 Seneca St.
F. H. Coe, 4 Hickory St. Master
Wm. J. Bruman, 395 Swan St. Secretary
A. L. Jacobs, 548 S. Division St. Financier
13. **WASHINGTON; Jersey City, N. J.**
Meet 4th Sunday at 10:30 A. M. in Masonic Hall.
E. J. Dwyer, 4 Florence Place Master
F. R. Degroff, 290 Communipaw avenue Secretary
C. A. Wilson, 147 Pacific Ave Financier
14. **EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M.
W. Lindeman, L. B. & W. shops Master
J. Zahm, 193 Bates St. Secretary
Wm. Hugo, 79 N. Noble St. Financier
15. **ST. LAWRENCE; Montreal, Canada.**
Meets alternate Sundays at 2:30 P. M.
T. Clark, 19 Conde St. Master
E. Upton, 7 Burgeois St. Secretary
T. A. Dickson, 72 Mullin St. Financier
16. **VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
O. E. Fox, 1326 Sycamore St. Master
J. F. O'Reilly, 617 N. 5th St. Secretary
C. Bennett, 1020 Chestnut St. Financier
17. **OLD POST; Vincennes, Ind.**
Meets every Sunday at 2 P. M.
C. Appel, O. & M. Shops Master
D. W. Moses, O. & M. Shops Secretary
C. A. Cripps Financier
18. **WEST END; Slater, Mo.**
Meets every Saturday at 7:30 P. M.
D. Smart Master
W. H. Storms, L. Box 33 Secretary
G. W. Miller, 229 W. 22d st. Financier
19. **TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:30 P. M.
A. Pollock, Box 8 Master
W. J. Patten, Box 8 Secretary
H. M. Johnson, Box 8 Financier
20. **STUART; Stuart, Iowa.**
Meets every Tuesday at 7:15 P. M.
W. Zerwick, Box 252 Master
G. C. Wells, Box 117 Secretary
G. C. Wells, Box 117 Financier
21. **INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Sundays.
A. Williams, 12 S. 15th St. Master
H. Blocker, 1822 Menard St. Secretary
W. A. Murphy, 1500 Poplar St. Financier
22. **CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
R. C. Burns, Box 78 Master
L. Sullivan, Box 367 Secretary
W. Rundel, Box 345 Financier
23. **PHENIX; Brookfield, Mo.**
Meets 2d and 4th Sundays.
J. Conlin Master
G. Watts Secretary
T. H. Williams, Box 37 Financier
24. **GREAT WESTERN; Parsons, Kansas.**
Meet in K. of L. Hall every Wednesday at 2 P. M.
A. P. Fraker Master
C. T. Peffer Secretary
L. D. Harrington, Box 338 Financier
25. **CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays.
W. H. Fuller, L. Box 814 Master
O. Dougherty Secretary
T. W. Smith, Box 686 Financier
26. **ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays at 7:30 P. M.
C. H. Williams, Jr., Box 954 Master
C. G. Simmons Secretary
S. W. Dixon, Box 1236 Financier
27. **HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d and 4th Sundays.
W. C. Byers, 332 F Ave. W. Master
L. S. Getts Secretary
W. R. Graves, 399 2d St., West Financier
28. **ELKHORN; North Platte, Neb.**
G. M. Barnes Master
H. B. Maxwell Secretary
W. Thompson Financier
29. **CERRO GORDO; Mason City, Iowa.**
Meets 1st and 3d Tuesdays at 7 P. M.
P. A. Loveland, Box 638 Master
J. Fulton Secretary
A. H. Tucker Financier
30. **CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
H. F. Gates Master
H. Conoughy Secretary
R. A. Corson, Box 406 Financier
31. **R. R. CENTRE; Atchison, Kansas.**
Meet at 710 Commercial St., 1st and 3d Sundays and 2d and 4th Mondays.
J. A. Sweeney, 705 S. Sixth St. Master
J. A. May, Box 536 Secretary
W. Jacobia, 1515 Utah Ave Financier
32. **BORDER; Ellis, Kansas.**
J. Hardesty, Box 231 Master
T. McMahon, Box 230 Secretary
G. M. McClure, Box 205 Financier
33. **SUCCESS; Trenton, Mo.**
Meets 1st and 3d Mondays.
D. Rice Master
D. Cheshler Secretary
D. Cheshler Financier
34. **CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. Keith Master
F. A. Kinch, Box 381 Secretary
W. L. Smith, Box 1312 Financier

35. **AMBOY; Amboy, Ill.**
Meets 1st and 3d Sundays at 3 P. M.
W. A. Gascoigne Master
J. F. Maloney, Box 889 Secretary
G. W. Bainter, Box 498 Financier
36. **TIPPECANOE; Lafayette, Ind.**
Meets every Sunday at 2 P. M.
J. D. Wright, 49 Romie St. Master
J. E. Crusey, 137 N. 8th St. Secretary
W. H. Willoughby, 29 N. 3d St. Financier
37. **NEW HOPE; Centralia, Ill.**
Meets 1st and 3d Sundays at 2 P. M., in Engineer's Hall, Broadway, bet. Chestnut and Walnut.
J. M. Shepherd, Box 554 Master
C. A. Posten Secretary
R. E. Shepherd Financier
38. **AVON; Stratford, Ontario.**
Meet in A. O. F. Hall 1st and 3d Sundays at 2 P. M.
E. A. Ball, Box 318 Master
J. Cooper, Box 318 Secretary
G. Nursey, Box 318 Financier
39. **TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M. in Engineer's Hall.
W. T. Clark, Box 874 Master
G. J. M. Colburn, Box 113 Secretary
G. J. M. Colburn, Box 113 Financier
40. **BLOOMING; Bloomington, Ill.**
Meets every Tuesday evening.
E. Browning, 714 1/2 W. Washington St. Master
J. Augersbach, 703 Graham St. Secretary
W. Cavanaugh, 902 N. Lee St. Financier
41. **ONWARD; Dickinson, Dakota.**
Meets every Sunday at 7:30 P. M.
J. Taylor, Box 233, Maudan, Dak. Master
W. F. Cunningham Secretary
W. F. Cunningham, L. Box 215 Financier
42. **ELMO; Madison, Wis.**
Meets 2d and 4th Sundays.
M. O'Loughlin, 607 W. Dayton St. Master
J. L. Cashen, 402 W. Wilson St. Secretary
W. D. Scampton, 911 W. Johnson St. Financier
43. **ST. JOSEPH; St. Joseph, Mo.**
Meets 1st and 4th Sundays at 2:30 P. M.
J. E. Shortell, 705 So. 10th St. Master
J. Widner, 2314 S. 6th St. Secretary
J. Hyndman, 2216 S. 6th St. Financier
44. **F. W. ARNOLD; East St. Louis, Ill.**
Meets every alternate Tuesday.
J. T. Sullivan, Box 116 Master
M. J. Cunningham, Box 112 Secretary
J. Bisson, L. Box 38 Financier
45. **ROSE CITY; Little Rock, Ark.**
Meets every Monday at 7:30 P. M.
W. N. Horton, 1704 W. 3d St. Master
H. H. Burrus, 1223 W. 4th St. Secretary
T. A. Howell, 310 So Cross St. Financier
46. **CAPITAL; Springfield, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
M. Hogan, 222 N. 5th St. Master
J. Shafer, 1299 So. 5th St. Secretary
J. Summerrill, 1417 E. Munro St. Financier
47. **TRIUMPHANT; Chicago, Ill.**
Meet N. W. Cor. LaSalle and Adams St., Hall C.
1st Sunday at 2 P. M. and 3d Saturday at 7:30 P. M.
W. H. Gift, 263 Maxwell Ave. Master
H. Schilling, 3247 Dearborn St. Secretary
E. J. McGuirk, 3 E Washington St. Financier
48. **W. F. HYNES; Peoria, Ill.**
Meet at 105 S. Adams St. 1st and 3d Sundays at 2 P. M.
R. Wambacher, 823 N. Washington St. Master
W. A. McMillan, 504 W. Jefferson Street. Secretary
G. C. Watt, 617 1st St. Financier
49. **J. M. RAYMOND; Decatur, Ill.**
Meet Cor. R. R. Ave. and Eldorado St. every Sunday at 3 P. M.
H. E. Davis, 320 Durfee St. Master
L. Litterer, 410 Mason St. Secretary
L. Miesse, 1021 E. Eldorado St. Financier
50. **GARDEN CITY; Chicago, Ill.**
Meet Cor. 7th and State Sts. 1st and 3d Saturdays at 8 P. M.
J. E. Davis, 163 E. Harrison St. Master
W. C. Wright, Auburn Junction, Ills. Secretary
A. S. McAllister, 4804 S. Dearborn St. Financier
51. **FRISCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Masonic Hall.
G. W. Salsman Master
E. A. Bush, Box 281 Secretary
G. E. Dilliard, Box 284 Financier
52. **GOOD WILL; Logansport, Ind.**
Meet Cor. 12th and Spear Sts. every Sunday at 2 P. M.
S. W. Shaver Master
W. H. Green, L. Box 626 Secretary
E. H. Laing, L. Box 626 Financier
53. **EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays at 2:30 P. M.
J. B. McNeill, Box 1210 Master
J. Gallagher, Box 1172 Secretary
H. Wiebrecht, Box 737 Financier
54. **ANCHOR; Moberly, Mo.**
Meet in Supplic' Hall every Tuesday at 7:30 P. M.
W. P. Carlisle, Box 802 Master
L. W. Cass Secretary
R. A. Blades, L. Box 1474 Financier
55. **BLUFF CITY; Memphis, Tenn.**
Meet 2d and 4th Thursday nights Cor. 2d and Adams Sts.
T. Fox, L. & N. Shops Master
M. J. Cody, L. & N. Shops Secretary
W. A. Asley, L. & N. Shops Financier
56. **BANNER; Stansberry, Mo.**
Meets every Thursday at 2 P. M.
J. J. Smith Master
M. E. O'Connor, Box 6 Secretary
W. E. Baldwin, L. Box 400 Financier
57. **BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays at 10 A. M.
A. W. Spurr, 76 Hammond street. Master
E. E. Roundy, 26 Chapman St., Charles town, Mass. Secretary
J. C. Edwards, 19 Russell St., Bunker Hill District, Boston, Financier
58. **SACRAMENTO; Rocklin, Cal.**
Meet every Sunday at 2 P. M. in Masonic Hall.
L. G. Jeardau Master
J. P. Clark, Box 68 Secretary
G. W. Culver Financier
59. **ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday night.
M. Zumburum Master
H. L. Foster Secretary
W. Henthorn Financier
60. **UNITED; Philadelphia, Pa.**
Meet at 2204 Marshall St. alternate Sundays at 9:30 A. M.
J. Maxheimer, 908 Green St. Master
J. A. Minges, 1714 W. Front St. Secretary
J. Shepherd, 2510 Alder St. Financier
61. **MINNEHANA; St. Paul, Minn.**
Meets 2d and 4th Sundays at 3 P. M.
L. Sharpless, Jr., 682 Armstrong st. Master
A. Danielson Secretary
F. E. LeClaire, 198 Granite St. Financier

- 62. VANBERGEN; Carbondale, Pa.**
Meet at Odd Fellows' Hall, Cor. Church and Rafferty Sts., 2d and 4th Sundays at 3 P. M.
A. W. Bayley Master
T. McCauley Secretary
O. E. Histed, L. Box 738 Financier
- 63. HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
S. D. Moore, Box 1282 Master
H. J. Boha, Box 772 Secretary
J. Wakeley, Box 772 Financier
- 64. SIOUX; Sioux City, Iowa.**
G. Martin Master
W. E. Shipman, Box 384 Secretary
L. B. Cutting, Box 127, St. James, Minn. Financier
- 65. FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 348 Master
V. B. Tooke Secretary
L. A. Bullard Financier
- 66. CHALLENGE; Belleville, Ontario.**
Meet 2d and 4th Sundays at 2:30 P. M. at 223 Station St.
J. Muir, G. T. Ry Master
C. Spry, G. T. Ry Secretary
J. Logue, G. T. Ry Financier
- 67. DOMINION; Toronto, Canada.**
Meet in Occident Hall 1st and 3d Sundays at 2:30 P. M.
R. Reid, 31 Leonard ave Master
W. C. Farrance, 68 Dennison ave Secretary
J. Pratt, 73 Huron St. Financier
- 68. EAU CLAIRE; Eau Claire, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
M. E. Cuddy, Altoona, Wis. Master
J. B. Hurley, Box 141, Altoona, Wis. Secretary
H. E. Edgell, Box 51 Altoona, Wis. Financier
- 69. ISLAND CITY; Brockville, Ontario.**
Meet alternate Thursdays at 7:30 P. M. King St., over Barnes' Dry Goods Store.
S. Rothwell Master
W. H. Parsley Secretary
T. Shields, Box 248 Financier
- 70. LONE STAR; Longview, Texas.**
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. P. Wesley, L. Box 411 Master
I. H. Stout, L. Box 411 Secretary
O. P. Cuberly, L. Box 411 Financier
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meet 2d and 4th Sundays at 7 P. M. at B. of L. E. Hall.
C. C. Bunker, Box 672 Master
J. E. Ryan, Box 637 Secretary
P. Stillwell, Box 656 Financier
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays at 2 P. M.
W. Rule, 14 Hudson St. Master
Wm. Laird, 439 Mickle St. Secretary
J. Gibbs, 24 Hudson St. Financier
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 1 P. M.
L. C. Wilson, 79 Harrison St. Master
G. T. Craft, 7 Salem St. Secretary
G. F. Newton, 6 Riley St. Financier
- 74. KANSAS CITY; Kansas City, Mo.**
Meet at 1513 N. 9th St. alternate Mondays at 7:30 P. M.
L. F. Stephens, N. E. Cor. 8th and Woodland Ave Master
W. Piercey, 1354 Liberty St., W. Kansas City Mo. Secretary
M. Hurley, 1490 Wyoming St. Financier
- 75. ENTERPRISE; Philadelphia, Pa.**
Meet N. E. Cor. 39th and Market Sts. alternate Sundays at 1 P. M.
A. S. Groff, 128 N 32d St. Master
H. Walton, 4090 Spring Garden St. Secretary
F. Dupell, 743 N. 37th St. Financier
- 76. NEW ERA; Barnesville, Minn.**
Meets 2d and 4th Sundays at 2 P. M.
E. F. Burke Master
F. A. Catlin Secretary
F. A. Catlin Financier
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M., in B. of L. F. Hall, 375 Larimer st.
H. Salmon, Box 1828 Master
W. F. Brundage, 282 1/2 Larimer St. Secretary
O. W. Richardson, Box 2472 Financier
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets 1st and 3d Saturdays at 7:30 P. M., in K. P. hall.
M. Dolan Master
D. Ritchie, Box 701 Secretary
W. Holcroft, 514 Summit St. Financier
- 79. J. M. DODGE; Roodhouse, Ill.**
Meet in B. of L. E. Hall 2d and 4th Sundays and 1st and 3d Mondays.
R. Carroll Master
W. E. S. Gibson, Box 1134 Secretary
J. Hyndman Financier
- 80. SELF HELP; Aurora, Ill.**
Meets 2d and 4th Sundays at 3 P. M.
S. E. Tucker Master
W. B. Miller, Box 2071 Secretary
G. Goding, Box 252 Financier
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
W. Lincoln, Box 752 Master
W. J. Bain, Box 1856 Secretary
W. F. Ripson, Box 1827 Financier
- 82. NORTHWESTERN; Minneapolis, Minn.**
Meet Cor. Nicollet Ave. and 3d St. 1st Saturday at 7:30 P. M. and 3d Sunday at 2 P. M.
F. X. Holl, 207 13th Ave. So. Master
W. T. Nichel, 1819 3d Ave. N. Secretary
W. E. Richmond, 820 N. Girard Ave. Financier
- 83. TRINITY; Fort Worth, Texas.**
Meet in B. of L. F. Hall 1st and 3d Sundays at 3 P. M. and 2d and 4th Fridays at 8 P. M.
J. G. Nash, L. Box 406 Master
I. M. Dean, L. Box 406 Secretary
R. L. Craig, L. Box 406 Financier
- 84. CALHOUN; Battle Creek, Mich.**
Meets 1st Monday at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Engineers' Hall.
W. Buckley, Box 382 Master
D. Coughlin, Box 717 Secretary
T. W. Taylor, Box 1800 Financier
- 85. FARGO; Fargo, Dakota.**
Meet Cor. Robert and Second Aves. 2d and 4th Sundays at 2 P. M.
J. T. Kellum, Box 553 Master
R. Roggeveen, L. Box 1028 Secretary
A. Bassett, Box 1798 Financier
- 86. BLACK HILLS; Laramie City, Wyoming.**
Meet at 7:30 P. M. Friday evening in K. L. Hall.
W. Rich Master
J. Costin, Box 165 Secretary
W. Konold Financier
- 87. SUMMIT; Rawlins, Wyoming.**
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
T. F. Croake Master
J. A. Measures Secretary
G. Jordan Financier
- 88. MORNING STAR; Evanston, Wyoming.**
Meets every Sunday at 2:30 P. M. in I. O. O. F. Hall.
A. Payne, Box 109 Master
J. F. Kelleher Secretary
H. Honn Financier
- 89. SILVER STATE; Carlin, Nevada.**
Meets every Tuesday evening in Firemen and Engineer's Hall.
W. K. Capell Master
Wm. Ten Eyck Secretary
B. F. Rondebush Financier
- 90. SAN DIEGO; National City, Cal.**
R. V. Dodge, Box 317, San Diego Master
J. M. Dodge, Box 317, San Diego Secretary
J. V. Dodge, Box 317 Financier
- 91. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 7 P. M. and 3d Sunday at 11 A. M., Cor. Valentine and 16th Sts.
J. Hewitt, S. P. R. R. Shops Master
W. G. Bradshaw, 2861 16th St. Secretary
W. G. Bradshaw, 2861 16th St. Financier

92. FRONTIER CITY; Oswego, N. Y.
Meets 2d and 4th Sundays at 2 P. M., in Ontario & Western Passenger Depot.
T. Lee, 109 West Albany St. Master
G. E. McCathron, 224 W. 6th St. Secretary
S. C. Forsyth, 186 W. Utica St. Financier

93. GATE CITY; Keokuk, Iowa.
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
H. Schwartz, 1013 Bank St. Master
M. L. Ebersol, 1213 Bank St. Secretary
J. H. Carter, 620 S. Main St. Financier

94. CACTUS; Tucson, Arizona.
Meet Cor. Pennington and Tool Ave. 1st and 3d Tuesdays at 7 P. M.
J. C. Stout, Box 218 Master
A. W. McQueen, Box 218 Secretary
C. W. Wilcox, Box 218 Financier

95. CHICAGO; Chicago, Ill.
Meet 1st Tuesday and 3d Friday at 7:30 P. M. and last Sunday at 9:30 A. M. at 237 Milwaukee Ave.
J. F. Cantlon, 142 Front St. Master
W. Gilbert, 130 W. Chicago Ave. Secretary
C. A. Miller, 643 N. Robey St. Financier

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays, in Engineer's hall, Main St., bet. 12th and 13th sts.
G. Liebstag, Box 695 Master
D. W. Davidson, Box 695 Secretary
J. Quinn, Box 239 Financier

97. ORANGE GROVE; Los Angeles, Cal.
Meets the 1st, 10th and 20th at 2 P. M.
H. C. Hall, Box 72 Master
W. P. Styles, Box 72 Secretary
F. C. Bishop, Box 72 Financier

98. PERSEVERANCE; Terrace, Utah.
Meets every Tuesday.
F. J. Coker Master
E. J. Turner Secretary
A. Ludlam, Wells, Nev. Financier

99. ROCHESTER; Rochester, N. Y.
Meets 2d and 4th Wednesdays at 8 P. M.
J. W. Millman, 6 Hubbell Park Master
D. C. Frost, 495 E. Main St. Secretary
G. N. Kingsley, 88 Channing St. Financier

100. ADAIR; Bowling Green, Ky.
Meets every Monday at 2 P. M.
W. Allsop Master
J. H. Fenwick Secretary
J. H. Fenwick Financier

101. ADVANCE; Creston, Iowa.
Meets every Monday at 7:30 P. M., in Engineer's Hall.
M. Degnan, Box 404 Master
F. A. Neely, Box 476 Secretary
J. F. Bryan, L. Box 319 Financier

102. CONFIDENCE; East Des Moines, Iowa.
Meets alternate Sundays at 2 P. M.
J. W. Combs Master
C. M. Krull, C. R. I. & P. Engine House. Secretary
F. Warrick, C. R. I. & P. Engine House. Financier

103. FALLS CITY; Louisville, Ky.
Meets every Thursday at 2 P. M.
C. Carroll, 1207 Churchill St. Master
T. Filburn Secretary
J. W. Wynn, 717 12th St. Financier

104. "OLD KENTUCKY;" Ludlow, Ky.
Meet at I. O. O. F. Hall 1st and 3d Thursdays at 7 P. M.
J. Connelly, Box 3 Master
J. D. Smith Secretary
C. Smith Financier

105. PROGRESS; Galesburg, Ill.
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M. in Engineers' Hall, N. side Main St.
S. D. Lowe, 826 So. Seminary St. Master
C. G. Nelson, 522 N. Seminary St. Secretary
J. L. Weeks, 513 E. Berrian St. Financier

106. KEY CITY; Dubuque, Iowa.
Meets 2d and 4th Sundays at 7:15 P. M.
D. Schaffner, 1974 Jackson St. Master
Wm. D. Mason, 240 High St. Secretary
J. P. Sandry, 142 High St. Financier

107. ECLIPSE; Gallon, Ohio.
Meets every Thursday at 7:30 P. M. in B. L. E. Hall, cor. W. Main St. and Public Square.
C. H. Ness Master
J. H. Cronin, Box 41 Secretary
J. H. Farnsworth Financier

108. PIONEER; Chama, New Mexico.
Meet in D. & R. G. Passenger Depot every Wednesday at 7:30 P. M.
W. Davis, Box 27 Master
W. Gordon, Box 20 Secretary
H. Berndt, Box 17 Financier

109. PEACE; St. Louis, Mo.
Meets 2d and 4th Fridays at 7:30 P. M.
L. Fisher, 214 S. Beaumont St. Master
W. M. White, 710 S. Broadway Secretary
J. L. Pate, 2008 Rutger St. Financier

110. OLD GUARD; Bucyrus, Ohio.
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky Ave. and Mansfield St.
J. R. Gordon, L. Box 235 Master
A. J. Craft Secretary
E. Stauffer Financier

111. BEACON; Mattoon, Ill.
Meets 1st and 3d Tuesdays at 7:30 P. M.
R. W. O'Brien, Box 45 Master
M. Heffron Secretary
T. J. Tiernen, Box 385 Financier

112. EVENING STAR; Mt. Vernon, Ill.
Meet 1st and 3d Sundays at 6:30 P. M. in Masonic Hall.
S. R. Wild Master
J. C. Branham Secretary
J. C. Branham Financier

113. CLARK-KIMBALL; Eagle Rock, Idaho.
Meets every Sunday at 2 P. M.
G. L. Oram, Box 13 Master
John Gorman Secretary
T. Moore, Box 13 Financier

114. MAGIC CITY; Cheyenne, Wyoming.
Meets every Wednesday at 8 P. M.
H. Gutch Master
A. Heenan, Box 85 Secretary
R. N. Wind, Box 354 Financier

115. GULF CITY; Galveston, Texas.
Meets 1st and 3d Wednesdays.
H. L. Briggs, 561 E. Church St. Master
J. Killeen, Post Office St, between 38th and 37th St. Secretary
C. Potthoff, Cor. 32d and West Ave. S. Financier

116. ST. CLAIR; Fort Gratiot, Mich.
Meets 1st and 3d Sundays.
M. D. Anderson Master
J. L. Gray Secretary
O. Blodgett Financier

117. BEAVER; London, Ontario.
Meets 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.
G. Angles, 385 Grey St. Master
R. Lister, 140 Colborne St. Secretary
S. T. Fletcher, 221 Maitland St. Financier

118. STAR OF THE EAST; Richmond, Quebec.
Meets first two Wednesdays at 8 P. M. and the last two Saturdays at 8 P. M.
J. Kelly, Richmond Station Master
G. A. Pearson, Richmond Station Secretary
J. Damant, Richmond Station Financier

119. COLONIAL; River du Loup, Quebec.
Meets every Wednesday at 8 P. M.
G. Findlay, Hadlow Cove, S. Quebec Master
L. D. Poulin, I. C. Ry. Station Secretary
W. Carmichael, I. C. Ry. Station Financier

120. FORTUNE; Syracuse, N. Y.
Meet every Tuesday at 7:30 P. M. in C. M. B. A. Hall.
S. Mangan, 210 Otisco St. Master
S. W. Watkins, Jr., 1½ Welch Block. Secretary
L. G. Rousseau, 58½ Gertrude St. Financier

121. FELLOWSHIP; Corning, N. Y.
Meet 1st and 3d Sundays at 3 P. M. in Knights of Honor Hall.
J. B. Orcutt Master
F. E. Hanmer Secretary
G. R. Quick, L. Box 232 Financier

- 122. H. B. STONE; Beardstown, Ill.**
Meets every Tuesday at 7:30 P. M., in Engineer's Hall, Main st.
D. A. Sherman, Box 148 Master
H. Henson, Box 397 Secretary
W. W. Seeley, Box 331 Financier
- 123. OVERLAND; Omaha, Neb.**
Meets 1st, 2d and 4th Wednesday evenings and 3d Sunday afternoons at 1 P. M.
T. Anderson, U. P. round house Master
E. E. Fair, 1117 Pacific St. Secretary
James B. Fair, 912 So 12th St. Financier
- 124. PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays.
H. Draper Master
B. H. Giles Secretary
H. A. Draper Financier
- 125. GUIDE; Marshalltown, Iowa.**
Meets 2d and 4th Sundays at 1:30 P. M.
J. M. Speers Master
F. W. Snyder Secretary
M. Kelleher Financier
- 126. COMET; Austin, Minn.**
Meet at 102 Main St. 2d and 4th Sundays at 3 P. M.
P. F. McNamara Master
F. A. Fairbanks Secretary
A. E. Kearney Financier
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets 1st Wednesday and 3d Sunday.
J. F. Marshall, C. P. R. R. shops Master
S. Partington, 138 Logan St. Secretary
J. G. Jonah, 228 McWilliams St. Financier
- 128. LANDMARK; Glendive, Montana.**
Meets 1st and 3d Sundays at 2 P. M.
J. W. Clayton, Box 24 Master
T. J. Pollard, Box 55 Secretary
W. Jones, Box 55 Financier
- 129. MINERAL KING; Escanaba, Mich.**
Meet 2d and 4th Sundays at 2 P. M. in B. of L. E. Hall.
G. W. Siminson, Box 426 Master
M. Shields, Box 185 Secretary
R. E. Gorham, Box 422 Financier
- 130. GUIDING STAR; Milwaukee, Wis.**
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
A. Knapp, 431 Barclay St. Master
G. Tripp, 358 Jackson St. Secretary
Wm. Everly, 491 Washington St. Financier
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meet in Redfield's Hall 2d and 4th Sundays at 2:30 P. M. and 1st and 3d Fridays at 7 P. M.
M. J. Moore Master
W. S. Collins Secretary
W. S. Collins Financier
- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meet in Howell's Hall, Broadway, Depot Block, 1st and 3d Sundays at 2:30 P. M.
J. J. Canfield, Box 90 Master
J. Bowes, Box 20 Secretary
G. W. Parmenter, Box 111 Financier
- 133. ISPRAGUE; Sprague, Washington Ty.**
Meets in Masonic hall, 2d and 4th Sundays.
J. Miller Master
M. E. Montgomery Secretary
H. C. Swain, Box 97 Financier
- 134. EASTMAN; Farnham, Quebec.**
Meet 2d Sunday at 7:30 P. M. and 4th Saturday at 8 P. M. in Passenger Depot of Southeastern R.R. L. Robinson, Farnham, Quebec Master
H. E. Cowan Secretary
E. W. Gibson, Sutton Junction, Que. Financier
- 135. NEW YEAR; El Paso, Texas.**
Meet in B. of L. E. Hall every Tuesday at 7 P. M.
W. Cowan, Box 184 Master
N. H. Luff, Box 184 Secretary
J. M. Barton, Box 184 Financier
- 136. J. SCOTT; Port Hope, Ontario.**
Meet north side Wilton St., two doors west of Mechanic Institute, 1st and 3d Saturdays at 8 P. M.
T. A. Pratt, Box 166 Master
J. McMahon, Box 166 Secretary
R. M. Johnson, Box 166 Financier
- 137. PROTECTION; Eldon, Iowa.**
Meets 2d and 4th Mondays.
W. T. Brown Master
J. Hull Secretary
L. C. Allen Financier
- 138. UNION; Freeport, Ill.**
Meet in A. O. V. F. Hall 2d and 4th Sundays at 2 P. M.
J. Plack, Box 1301 Master
S. Shaughnessy, Box 1489 Secretary
H. Stow, Box 1287 Financier
- 139. MT. WHITNEY; Tulare, Cal.**
Meets every Sunday at 2 P. M.
P. A. Murray Master
J. J. Norton Secretary
W. M. Cole, L. Box 242 Financier
- 140. MOUNT OUBAY; Salida, Colo.**
Meets every Monday at 7:30 P. M., in Masonic Hall.
H. N. Lowry, Box 178 Master
J. L. West, Box 39 Secretary
J. P. Sappington, L. Box 590 Financier
- 141. A. G. PORTER; Fort Wayne, Ind.**
Meet at 140 Calhoun St. every Wednesday at 7:30 P. M.
J. C. Short, 5 Pearl St. Master
A. J. Kohler, 31 Allen St. Secretary
W. R. Frederick, 415 Lafayette St. Financier
- 142. C. R. WHIPPLE; Toledo, Ohio.**
Meets 1st and 3d Sundays and 2d Wednesday.
J. M. Gorman, 40 Middle St. Master
J. Higgins, Cor. Dix and Middle Sts. Secretary
G. W. Nesper, 420 Broadway Financier
- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
J. M. White, 1714 Lincoln St. Master
G. W. Randall, 817 E 16th st, E Oakland, Secretary
F. S. Small, 914 Wood St. Financier
- 144. SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st and 3d Saturdays at 8 P. M. in Patterson's Hall, I. C. R. Depot.
W. Bastin, Box 459 Master
F. Matherson, Box 448 Secretary
W. Bastin, Box 459 Financier
- 145. DAVY CROCKETT; San Antonio, Texas.**
Meet in K. P. Hall every Thursday at 2 P. M.
J. Sullivan, 1110 Ave. D Master
W. F. McQueency, Box 429 Secretary
H. M. Brown, 218 Ave. D Financier
- 146. BAYOU CITY; Houston, Texas.**
Wm. Nary, 49 McKee st. Master
H. H. Daniels, 49 McKee St. Secretary
J. J. Sangster, 63 Centre St. Financier
- 147. MIDLAND; Temple, Texas.**
Meet in K. P. Hall every Sunday at 3 P. M.
W. R. Sherwood Master
T. J. Robblins Secretary
P. E. Corcoran Financier
- 148. SUNNY SOUTH; Tyler, Texas.**
Meets every Friday at 7:30 P. M.
J. Taaff Master
E. E. Smith Secretary
J. H. Duncan Financier
- 149. JUST IN TIME; New York, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 59th street.
G. Ford, 508 W. 125th St. Master
E. Chambers, 1035 Sixth Ave. Secretary
W. J. McColl, 952 6th Ave. Financier
- 150. S. M. STEVENS; Marquette, Mich.**
Meets 2d and 4th Sundays at 2 P. M., cor. Washington and 3d sts.
L. L. Hood, L. Box 217 Master
J. Loftus Secretary
L. L. Hood, L. Box 217 Financier
- 151. MAPLE LEAF; Hamilton, Ontario.**
Meet Cor. James and King William Sts. 1st and 3d Sundays at 2:30 P. M.
T. McHattie, 13 Mill St. Master
S. Roberts, 26 Locomotive St. Secretary
H. R. Hall, 63 Locomotive St. Financier

- 142. DUNLAP; Wells, Minn.**
Meets every Sunday at 3 P. M.
C. Ellingson, Box 60 Master
R. G. McCoy Secretary
W. A. Searies Financier
- 143. H. C. LORD; Fort Scott, Kansas.**
Meets 1st and 3d Sundays at 3 P. M.
G. K. Bates, Box 310 Master
J. W. Page Secretary
H. L. Wright, Box 89 Financier
- 144. McKEN; Ottawa, Kansas.**
Meets in K. P. Hall on 2d and 4th Sundays at 2 P. M.
H. H. Kelly Master
E. Wall Secretary
E. E. Webb Financier
- 145. TEXAS BELLE; Greenville, Texas.**
Meets every Friday at 7:30 P. M.
J. W. Corn, L Box 164 Master
E. H. Sims, L Box 164 Secretary
L. Ryan, L Box 92 Financier
- 146. NECHES; Palestine, Texas.**
Meets every Saturday at 7:30 P. M.
H. Jones, Box 256 Master
I. A. Green, Box 256 Secretary
W. P. Mallory, Box 256 Financier
- 147. ECHO; Peru, Ind.**
Meets 1st and 2d Sundays at 2 P. M. and 3d and 4th Thursdays at 7 P. M.
C. H. Walr Master
H. P. Matthews Secretary
Thos. H. Wade, Box 336 Financier
- 148. STANDARD; Detroit, Mich.**
Meets 2d and 4th Sundays at 2:30 P. M., at No. 47 Monroe ave., up stairs.
T. Teahan, 386 Fort St., E. Master
E. Heldenrich, 124 Hastings St. Secretary
J. Nopper, 124 Hastings St. Financier
- 149. W. H. THOMAS; Nashville, Tenn.**
Meets every Saturday at 7:30 P. M., cor. Union and Summer sts.
J. J. Clark, L. & N. Shops, E. Nashville, Tenn. Master
P. M. Heslon, N. & D. Shops Secretary
E. P. Bishop, Jr., 60 So Union St Financier
- 150. C. J. HEPBURN; Evansville, Ind.**
Meets 2d and 4th Sundays at 2 P. M.
W. J. Torrance, 413 William St. Master
W. Winder, 1206 Walnut St. Secretary
A. J. Warner, 710 Upper 5th St Financier
- 151. HERALD; Burlington, Iowa.**
F. W. Barlow, C. B. & Q. Round House. Master
J. M. McGregor, 518 Cedar St. Secretary
J. D. Hawksworth, 2003 Madison St. Financier
- 152. PROSPECT; Elkhart, Ind.**
Meet 5th Main St. 1st Sunday at 2 P. M. and every Wednesday at 7 P. M.
G. L. Long Master
D. F. Wagner Secretary
P. A. Hamilton Financier
- 153. ETNA; Pine Bluff, Ark.**
Meets every Friday at 7 P. M., in Masonic Hall.
M. R. Carson, L Box 56 Master
D. Hope, L Box 56 Secretary
J. F. Smith, Box 31 Financier
- 154. EEL RIVER; Butler, Ind.**
Meets in I. O. O. F. Hall, on Broadway.
E. A. Laughran, Box 247 Master
P. J. Richardson Secretary
J. Derck, Box 47 Financier
- 155. ROBERT ANDREWS; Andrews, Ind.**
Meets every Sunday at 2 P. M.
A. J. Boughton Master
T. Cunningham, Box 799 Secretary
M. E. Davis Financier
- 156. WM. HUGO; Huntington, Ind.**
F. Holland, Box 871 Master
D. H. Fenton, Box 825 Secretary
C. E. Wyman, Box 499 Financier
- 157. MOUNT HOOD; The Ballen, Oregon.**
Meet at I. O. O. F. Hall every Monday at 7 P. M.
G. M. Thompson Master
G. B. Leach Secretary
Ed E. Joslin, Box 199, Albina, Ore. Financier
- 158. GUARD RAIL; North La Crosse, Wis.**
Meets 1st Sunday at 7 P. M. 3d Sunday at 2 P. M.
L. McHugh Master
G. Hiscox, 713 Caledonia St. Secretary
C. McCain, 802 Caledonia St. Financier
- 159. H. G. BROOKS; Hornellsville, N. Y.**
Meets at Washington Hall, Arcade Building, Broad St.
H. Grover, Box 669 Master
J. Hammond Secretary
A. H. Spencer, Box 1025, Hornellsville, N. Y. Financier
- 170. PRAIRIE; Huron, Dakota.**
Meets 2d and 4th Sundays at 3 P. M.
S. P. Malone Master
D. Bartlett, Box 36 Secretary
W. H. Parkhouse, Box 187 Financier
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets 2d and 4th Thursdays.
F. Geddes Master
T. Fitzgerald, 237 Campbell Road, Richmond, Halifax Secretary
F. M. White Financier
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays at 2 P. M. in Manchester Block.
J. Wilson, 140 Queen St. West Master
J. Smith, 672 Wellington St. Secretary
J. S. Ferguson, Rochesterville P. O., Ottawa, Ont. Financier
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday evening.
O. J. Sandford Master
F. M. Armstrong, L. Box 41 Secretary
A. C. Seely Financier
- 174. HARRISBURG; Harrisburg, Pa.**
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
W. C. Taylor, 1506 N. 5th St. Master
H. O. Motter, 1520 Wallace St. Secretary
H. McNeal, 1208 Sixth St. Financier
- 175. TAYLOR; Newark, Ohio.**
Meet in P. O. S. of A. Hall 1st and 3d Tuesdays at 7 P. M.
R. C. Beall, Box C Master
J. Adkins, Box C Secretary
J. Adkins, Box C Financier
- 176. MAIN LINK; Clinton, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
W. F. Gorman, Box 295 Master
A. G. Turlay, Box 41 Secretary
C. H. Porter, Box 41 Financier
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7 P. M.
J. Fink Master
G. M. Lovett Secretary
W. Kane, Box 184 Financier
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets over Desert National Bank, cor. 1st and Main Sts., every Saturday at 7:30 P. M.
G. Suess, D. & R. G. Shops Master
E. W. Foote, 76 W. 5th S. St. Secretary
P. T. Tibbs, 146 S. 3d W. St. Financier
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays at 3 P. M.
J. Robinson, 1341 K St. Master
C. W. Hedges, 1240 U St. Secretary
S. Walters, 437 S. 9th St. Financier
- 180. THREE STATES; Cairo, Ill.**
Meets every Sundays at 2:30 P. M.
M. S. Egan Master
Jno. Grundy Secretary
C. Hewitt, C. V. & C. R. R. Financier
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
J. Caudle Master
D. J. Nicoll Secretary
Jas. Nicholson Financier
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays.
T. F. Judge, 18 Hickory St. Master
G. W. Welch, 17th and Hickory Sts. Secretary
G. W. Miller, 229 W. 22d St. Financier

- 183. LAKE SHORE; Collinwood, Ohio.**
Meets every Tuesday at 1:30 P. M.
J. M. Gains Master
H. I. Miller Secretary
G. W. Moses Financier
- 184. LIMA; Lima, Ohio.**
Meet at 1 P. M. 2d and 4th Sundays Cor. Main and Wayne Sts.
P. A. Branson Master
E. L. Melhorn Secretary
C. M. Hufty Financier
- 185. FIDELITY; Delphos, Ohio.**
Meets every Sunday at 2 P. M.
W. Van Gelsen, Box 87 Master
J. Kuhns Secretary
H. Prilliman Financier
- 186. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 3934 State St., 1st and 3d Sundays at 2 P. M.
John Broderick, South Chicago, Ill. Master
G. A. Updegraff, 3201 Hanover St. Secretary
G. H. Mitchell, 2245 Wentworth Ave. Financier
- 187. LITTLE GIANT; Charleston, Ill.**
Meets 1st and 3d Sundays at 2:30 P. M.
J. Traimor Master
H. T. Lyons Secretary
L. H. Linn, Box 402 Financier
- 188. S. S. MERRILL; Chicago, Ill.**
Meet 786 W. Lake St. 2d and 4th Sundays at 2:30 P. M.
J. K. Doherty, 156 Northwestern Ave. Master
E. P. Tobias, 1069 Fulton St. Secretary
H. Price, 1019 A Fulton St. Financier
- 189. BALDWIN; Ft. Howard, Wis.**
Meet in Nau's Block, Green Bay, Wis., every Sunday at 3 P. M.
E. B. Mayo, L. Box 4 Master
J. Woods, L. Box 352 Green Bay, Wis. Secretary
I. R. Johnson, Box 215 Financier
- 190. FERGUSON; Mitchell, Dakota.**
Meets 1st and 3d Sundays.
G. H. King, Running Water, Dak. Master
W. S. Crandell, Box 64 Secretary
H. O. Conkey, Box 223, Sanborn, Ia. Financier
- 191. CUSTER; Livingston, Montana.**
Meets every Wednesday at 7 P. M.
J. S. Foley Master
W. O'Neil Secretary
W. T. Field, L. Box 16 Financier
- 192. MT. TACOMA; New Tacoma, Washington Ty.**
Meets 2d and 4th Sundays.
C. W. Tullis Master
A. Geary, Box 526 Secretary
F. H. Andrews Financier
- 193. J. B. MAYNARD; Albina, Oregon.**
Meets 2d and 4th Sundays at 2:30 P. M.
H. W. Hall, Box 287, East Portland, Oregon. Master
H. W. Ingalls Secretary
E. C. Smith, Albina, Oregon Financier
- 194. BONANZA; Missoula, Montana.**
Meets 1st and 3d Sundays.
J. P. Case, L. Box 34 Master
J. A. Foster, L. Box 31 Secretary
W. E. Watson, L. Box 34 Financier
- 196. RE-ECHO; Shoshone, Idaho.**
Meet Cor. Post and Green Sts. every Sunday at 3 P. M.
J. H. Woffington Master
J. Becker Secretary
D. Hill Financier
- 196. CLOUD CITY; Leadville, Colo.**
Meet in Haven & Beman's Block every Friday at 7:30 P. M.
E. G. Haskins, Box 330 Master
L. C. Cooper, Box 330 Secretary
W. H. Joyner, Box 330 Financier
- 197. RIVERSIDE; Savannah, HI.**
Meets 1st and 3d Sundays at 2 P. M.
W. B. Griffith, L. Box N. Master
C. Latham, Box 446 Secretary
James Ballev Financier
- 198. MAPLE CITY; Norwalk, Ohio.**
Meets in Sons of Temperance hall, Main st.
L. R. Sherman Master
J. E. Houghton Secretary
E. E. Bishop Financier
- 199. MAHONING; Youngstown, Ohio.**
J. H. Mulvey Master
D. Heinselman, 313 Henrietta St. Secretary
D. Heinselman, 313 Henrietta St. Financier
- 200. GREAT SOUTHERN; Meridian, Miss.**
Meets on Front St., every Monday at 7:30 A. M.
W. Fulcher Master
R. E. Stack, Box 463 Secretary
L. H. Munn Financier
- 201. FRIENDLY HAND; Jackson, Tenn.**
Meets 1st and 3d Wednesdays at 7 P. M.
T. G. Emmons Master
D. W. Shea Secretary
J. D. Bledsoe Financier
- 202. SCIOTO; Chillicothe, Ohio.**
Meets 1st Sunday afternoon and 3d Monday evening.
D. Sheets Master
A. E. Maunsell, Box 1231 Secretary
S. A. Barker, Box 1231 Financier
- 203. GARFIELD; Garrett, Ind.**
Meets every Friday at 7 P. M.
T. H. Mowry, Box 287 Master
T. H. Reneman, Box 331 Secretary
H. Bradford, Box 116 Financier
- 204. MONTEZUMA; Las Vegas, New Mexico.**
Meets every Thursday at 7:30 P. M.
W. H. Barber, Box 45 Master
A. J. Armagost, Box 492 Secretary
A. W. Schuster, Box 45 Financier
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays in A. O. U. W. hall.
G. Atherton, 41 So. Klein St. Master
H. A. Seelinger, 146 Jefferson St. Secretary
F. A. Randlett, 79 Jefferson St. Financier
- 206. BLACK DIAMOND; Conneaut, Ohio.**
Meets 1st and 3d Wednesdays at 7 P. M.
G. M. Jones Master
H. Byron Secretary
O. E. Work Financier
- 207. LOYAL; Meadville, Pa.**
Meets 2d and 4th Wednesdays.
T. S. Taylor Master
J. McKee Secretary
A. Heckman Financier
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in Doran's Block, Main st., alternate Tuesdays and Saturdays.
J. J. Lannan, Box 131 Master
W. B. Smith Secretary
C. Anderson, Box 387 Financier
- 209. SARATOGA; Whitehall, N. Y.**
Meets alternate Sundays.
T. Dorcal Master
J. McCarty Secretary
W. R. Combs Financier
- 210. 18-K; Schenectady, N. Y.**
Meets 1st and 3d Mondays at 7:30 P. M.
J. E. VanVranken, Box 497 Master
T. Smith, Box 497 Secretary
G. T. Polmateer, 71 Park Place Financier
- 211. ONOKO; South Easton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
D. W. Henry, Wilkesbarre St. Master
S. F. Milheim, 486 Center St. Secretary
C. Long, 604 Berwick St. Financier
- 212. EMPIRE; Watertown, N. Y.**
Meets 2d Monday and 3d Sunday at 2 P. M., in Good Templar's Hall, Public Square.
H. E. Baker, 104 Arsenal St. Master
J. E. Exner, 28 Meadow St. Secretary
T. H. Lynch, 33 Meadow St. Financier
- 213. WEST SHORE; Frankfort, N. Y.**
Meet in Joalin Block every Tuesday at 7:30 P. M.
W. F. Wright Master
K. G. Gifford Secretary
M. E. Stafford Financier

- 214. ORIOLE; Baltimore, Md.**
Meets 2d and 4th Sundays at 2 P. M. at 75 Linden Ave.
C. S. Bowen, 261 N. Caroline St. Master
L. G. West, 97 N. Bond St. Secretary
J. W. D. Bowen, 97 N. Bond St. Financier
- 215. EAST ALBANY; East Albany, N. Y.**
Meets 1st and 3d Sundays.
A. L. Babcock Master
N. M. Burch, 457 Broadway Secretary
F. P. Brooksby, 50 Washington St., Greenbush, N. Y. Financier
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sundays at 2:30 P. M., at 129 Main street.
W. E. Taylor, 20 South St. Master
F. S. Moore, 115 Myrtle St. Secretary
W. H. Swinerton, 41 Winter St. Financier
- 217. DERRICK; Oil City, Pa.**
Meets 2d Tuesday and 4th Wednesday, in G. A. R. hall, Center st.
J. A. Kennedy, Box 157 Master
J. Jefferson, Box 520 Secretary
F. Sleeper, Box 94 Financier
- 218. TWO RIVERS; Pittsburgh, Pa.**
Meet 2d and 4th Sundays at 2 P. M. at 1024th Ave.
A. T. Richey, 319 Carson St., S. Side Master
W. B. Davis, Wyoming St., 32d Ward Secretary
K. McHugh, Bertha St., 32d Ward Financier
- 219. SMOKE CITY; Allegheny, Pa.**
Meet every Monday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
R. Beeson, 136 Bidwell St. Master
H. B. Shaffer, 222 Junati St. Secretary
E. D. Cawley, 225 Washington Ave Financier
- 220. PROVIDENT; Sunbury, Pa.**
Meets 1st and 3d Sundays at 1 P. M.
J. E. Bowen Master
L. Campbell Secretary
C. C. Bowen, 1123 Wallace St., Harrisburg, Pa Financier
- 221. MCBON; Point Edward, Ontario.**
Meets 2d and 4th Tuesdays at 8 P. M.
S. Allward, Box 60 Master
H. J. Carruthers, Box 87 Secretary
C. Wilkie Financier
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. W. Gardner Master
A. J. Fairburn Secretary
M. McVicker Financier
- 223. ASHLAND; Lexington, Ky.**
Meet in I. O. F. Hall 1st and 3d Thursdays at 7:30 P. M.
J. V. Hanna, C. & O. Shops Master
G. F. Little, Box 389, Paris, Ky Secretary
J. V. Hanna Financier
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets 2d and 4th Sundays at 8 P. M. at Masonic Hall.
F. Marvin Master
A. Vogel, Box 367 Secretary
A. Vogel, Box 367 Financier
- 225. SUPERIOR; Fort William, Ontario.**
Meets 1st Monday at 8 P. M. and 2d Tuesday at 3 P. M.
G. E. Glasford, Neebring, Ont Master
H. Poole, Neebring, Ont Secretary
B. Wheatly, Neebring, Ont Financier
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Sundays at 1:30 P. M., Cor. Collin and Hardy streets.
R. Gowanlock, L Box 100 Master
W. M. Nicol, L Box 230 Secretary
W. M. Nicol, L Box 230 Financier
- 227. MAGNET; Binghampton, N. Y.**
Meets 1st and 3d Saturdays.
F. W. Parsons Master
W. W. Stonier, 69 Eldridge St Secretary
J. W. Millett, 101 Eldridge St Financier
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
E. Wint, 1533 Mylert St Master
E. Tewksbury, Fairview Ave Secretary
J. O. Bayley, 1803 Sanderson ave Financier
- 229. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
J. J. Quirk, 158 Catharine St Master
F. E. Beach, 262 Bleecker St Secretary
R. E. Jacobs, 139 Elizabeth St Financier
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays at 7:30 P. M. at 206 Washington Ave.
G. W. Gikerson, 38 Knox St Master
J. J. Gill, 180 N. Pearl St Secretary
G. M. Jeffers, 36 Ontario St Financier
- 231. DELAWARE; Wilmington, Delaware.**
Meet 1st and 3d Sundays 2 P. M. at 501 Market St.
E. Nugent, 905 Elm St Master
J. B. Cash, 400 1/2 Poplar St Secretary
W. Lytle, 1009 Lombard St Financier
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays at 1 P. M. and 3d Friday at 7 P. M.
Floyd Pollison Master
A. E. Briggs, L Box 1431 Secretary
E. G. Reynolds, Box 1117 Financier
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
A. Z. Matthews Master
E. Hayward Secretary
R. H. Coggan Financier
- 234. NORTH BAY; North Bay, Ontario.**
Meets 1st and 3d Sundays at 2:30 P. M., in B. of L. F. hall, Main St.
J. R. Graham, Railroad st Master
O. Lassman, Main st Secretary
J. Fallon, Main st Financier
- 235. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
R. H. Scott, 131 46th St., Master
J. B. Barney, 9 Mayflower St., East Pittsburgh, Pa Secretary
J. W. Moyer, 3323 Penn Ave Financier
- 236. HINTON; Hinton, West Virginia.**
Meets 2d and 4th Saturdays at 7:30 P. M.
F. D. Teter, Box 156 Master
J. H. Tilford Secretary
J. R. Nutty Financier
- 237. CENTRAL PARK; Central Park, Ill.**
Meets in Tilden School House 1st and 3d Sundays at 10 A. M. and last Wednesday at 7 P. M.
D. J. Fane Master
G. L. Gerew, Secretary
T. Chew Financier
- 238. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
J. H. Brewer Master
H. B. Drullard Secretary
H. C. Kehliman Financier
- 239. BUCKEYE; Delaware, Ohio.**
Meets cor. Sandusky and Central Ave. 2d and 4th Sundays at 10 A. M.
A. L. Weiser Master
A. R. Edington, Box 534 Secretary
J. D. Edington, Box 534 Financier
- 240. GILBERT; Jackson, Mich.**
Meets every alternate Sunday at 2 P. M.
G. Hastings, 115 Orange St Master
J. Bentley Secretary
S. Verberg, 113 East Ave Financier
- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meet in Liberty Hall 2d and 4th Sundays at 1:30 P. M.
J. McCall, Box 300 Master
A. Krapf, Box 300 Secretary
P. C. Hagerty, Box 300 Financier
- 242. WHEATON; Elmira, N. Y.**
Meet at Ry. Y. M. C. A. Building 1st and 3d Sundays at 2 P. M.
W. T. Delaney, 418 Powell St Master
E. Denio, 223 Franklin St Secretary
J. H. Bartholomew, 108 Ferris St Financier
- 243. J. H. SELBY; Bonham, Texas.**
Meet in Odd Fellows' Hall every Sunday at 7 P. M.
J. L. Caudle Master
W. F. Rowe Secretary
E. H. Christman, Box 362 Texarkana, Ark. Financier

- 244. T. P. O'BURKE; Chicago, Ill.**
Meet at 490 South Union St. 1st Tuesday at 8 P. M. and 3d Sunday at 2:30 P. M.
P. C. Wiun, 142 W. 12th St. Master
E. Atkins, 180 Maxwell St. Secretary
N. E. Nare, 19 O'Brien St. Financier
- 245. GEORGIA; Savannah, Ga.**
Meet Cor. Whittaker and Broughton Sts. every Thursday at 7:30 P. M.
F. Goolaby, 212½ Harris st. Master
A. Hutton, 117½ Barnard st. Secretary
S. Boineau, 60 W. Broad St. Financier
- 246. MACON; Macon, Ga.**
Meets every Monday at 8 P. M.
N. S. Outler, South Macon Master
W. M. Walker, 3 Arch St. Secretary
A. J. Vining, 353 Fourth St. Financier
- 247. KENNESAW; Atlanta, Ga.**
Meets 2d and 4th Sundays.
R. M. Davis, Air Line shops Master
C. Bellows, E. T. V. & G. R. R. Shops. Secretary
A. B. Barker, E. T. V. & G. R. R. Shops. Financier
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at G. A. R. hall
J. Brown Master
E. N. Packard Secretary
C. E. Hollis, Box 287 Financier
- 249. CALUMET; Stony Island, Ill.**
Meets every Sunday at 7:30 P. M.
S. T. Hooper, South Chicago, Ill. Master
O. J. Austin, South Chicago, Ill. Secretary
L. McKee, Judd, Cook County, Ill. Financier
- 250. GOLDEN LINK; Wilkes Barre, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
C. Van Why, Ashley, Pa. Master
Z. B. Stevens, Ashley, Pa. Secretary
E. W. Cole, Ashley, Pa. Financier
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets 1st and 3d Sundays at 2 P. M. at Oak Hall, Broad street.
Asa Gruver, Box 176 Master
H. B. Fulton, Box 155 Secretary
C. Roberts, Box 275 Financier
- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
L. Mellinger Master
W. A. Glosser Secretary
M. M. Hinkle Financier
- 253. TRENTON; Trenton, N. J.**
Meet 2d E. State St. 1st and 3d Sundays at 2 P. M.
M. H. Johnson, 32 Berrine ave. Master
R. Stackhouse, 697 Broad St., Chambersburg, N. J. Secretary
F. P. Parsons, 349 Berry St. Financier
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
W. A. Lenhart, Box 45 Master
I. C. Perflu, Box 296 Secretary
Fred Hollingsworth, Box 289 Financier
- 255. NEIGHBOR; McCook, Neb.**
Meets every Sunday.
C. G. Potter, Box 404 Master
F. S. Reid, L. Box 494 Secretary
V. T. Thoman, Box 452 Financier
- 256. HIGH LINE; Como, Colo.**
Meet at McFarlan Hall every Thursday at 7:30 P. M.
D. Tompkins Master
George Long Secretary
W. S. Weamer, Box 105 Financier
- 257. KIT CARSON; Raton, New Mexico.**
Meets every Sunday at 2 P. M.
C. Miller, Box 56 Master
T. Gatfield, Box 25 Secretary
J. W. Crouse Financier
- 258. BENO; Nickerson, Kansas.**
Meet in I. O. O. F. Hall every Sunday at 2 P. M.
W. H. Ramsey, Box 147 Master
G. H. Arnold Secretary
M. Norton, Box 264 Financier
- 259. LA JUNTA; La Junta, Colo.**
Meets every Wednesday at 7:30 P. M.
E. Turk Master
P. Schmidt Secretary
F. Bradbury, Box 51 Financier
- 260. CALIFORNIA; Sacramento, Cal.**
Meets every Thursday at 7 P. M. in Red Men's Hall, Masonic building, 6th and K Sts.
F. Witham, C. P. Round House Master
G. E. Hanford Secretary
C. W. Cox, 1517 N st Financier
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets in B. L. E. hall, 1st and 3d Sundays and 2d and 4th Tuesdays.
E. Lyons, Box 110 Master
J. W. Murray, Box 85 Secretary
E. C. Comstock, Box 41 Financier
- 262. QUEEN CITY, West Toronto Junct., Ont.**
Meets alternate Sundays.
J. M. Roddick Master
W. Hyndman Secretary
F. A. Sproule Financier
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at 2 P. M.
I. P. Greene, Box 10 Master
A. E. Hayden, Box 10 Secretary
M. Moynahan, Box 10 Financier
- 264. J. K. GILBREATH, Butte City, Montana.**
Meet in Cobban Hall every Thursday at 8 P. M.
T. Malee, Box 832 Master
J. S. Sweeney, Box 832 Secretary
M. W. Fitzgerald, Box 832 Financier
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meet at 73 Canal St. 1st and 3d Sundays at 2:30 P. M. and last Wednesday at 7:30 P. M.
H. Norris, 50 River St. Master
J. Bessey, 525 S. Division St. Secretary
J. Kitzelman, 5 Olive St. Financier
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meet in B. of L. F. Hall alternate Sundays and Wednesdays.
G. P. O'Connell Master
J. Conway Secretary
A. Krienke Financier
- 267. ENDEAVOR; Algiers, La.**
Meets every Monday at 2 P. M. at Castle Hall, Front street.
G. H. Evans, Gretna, La. Master
H. H. Hardey, Gretna, La. Secretary
W. B. McGuire, 68 Oliver St. Financier
- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
A. C. Jeffrey, 118 Boyce St. Master
C. H. Blakeslee, 217 Tenth St. Secretary
T. O'Leary, 118 Boyce St. Financier
- 269. O. K.; Cincinnati, Ohio.**
Meet N. W. 8th and Freeman Sts. 1st and 3d Sundays.
F. O. Miller, 27 Hathaway St. Master
F. Hackathorn, 67 E. 13th St., Covington, Kentucky Secretary
C. W. Moore, 219 Freeman Ave Financier
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday at 2 P. M. and 3d Saturday at 7:30 P. M. Cor. Franklin and Bloomington ave. So.
J. D. Sharrah, 1901 Third St. S. Master
S. B. Thompson, 2216 Cedar Ave. S. Secretary
C. Kraft, 2116 29 St. S. Financier
- 271. BYRAM; Stanhope, N. J.**
Meet in Clark Hall 1st and 3d Saturdays at 7:45 P. M.
Wm. Weiler, Box 25, Port Morris, N. J. Master
R. F. Trezise, Box 30 Port Morris, Secretary
Isaac J. Shields, Stanhope, N. J. Financier
- 272. WILSON; Junction, N. J.**
Meets at Well's Hall, Main St. 1st and 3d Sundays at 1 P. M.
A. Kirkendall Master
G. B. Weller Secretary
Peter Young Financier
- 273. DENVER; Denver, Colo.**
Meet at 430 Santa Fe St.
F. F. Desmond, 266 Santa Fe St. Master
G. Wilson, 308 So. 9th St. Secretary
G. Smith, 208 Thirteenth St. Financier

- 274. JACKSON; Clifton Forge, Va.**
Meets every Sunday at 10 A. M.
J. C. Clark Master
B. H. Thomas Secretary
G. W. Earman Financier
- 275. LEE; Richmond, Va.**
Meets 1st and 3d Sundays at 1 P. M.
C. R. Dean, 2000 Venable St. Master
J. K. Anderson, 1008 Buchanan St. Secretary
C. L. Johnson, 1009 Buchanan St. Financier
- 276. GRAFTON; Grafton, W. Va.**
Meet in Odd Fellows' Hall every Sunday at 2 P. M.
G. Wright Master
Geo. W. Williams, Piedmont W. Va. Secretary
A. I. Enoch, Grafton W. Va. Financier
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
R. L. Jewell, L. & N. shops Master
G. B. Clark, L. & N. shops Secretary
L. S. Smith, L. & N. shops Financier
- 278. ANDERSON; Vicksburg, Miss.**
Meets every Sunday at 7:30 P. M.
H. E. Parks Master
L. W. Christmas, Box 482 Secretary
C. Bradford, L. box 482 Financier
- 279. NETEOR; McComb City, Miss.**
Meets 1st and 3d Sundays at 2 P. M.
C. S. Fisk, Box 87 Master
I. H. Martin, Box 87 Secretary
R. E. Davidson, Box 87 Financier
- 280. OZARK; Thayer, Mo.**
Meets every Saturday evening.
H. McFee Master
H. P. Colvin Secretary
G. Bennett Financier
- 281. TUNNEL HILL; New Albany, Ind.**
Meet in Heddin's Hall 1st and 3d Sundays at 2 P. M.
T. D. Fisher Master
F. A. Stephens Secretary
John Clare Financier
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meet on Main, between 3d and 4th Sts., every Sunday at 2 P. M.
Bert Launt Master
C. Minnear Secretary
Frank T. Barton Financier
- 283. LACKAWANNA; Great Bend, Pa.**
Meets 1st and 3d Saturdays at 8 P. M. in Red Men's Hall, Day's Bk. Main st.
F. J. May, Hallstead, Pa. Master
J. F. McCormick, Hallstead, Pa. Secretary
H. P. Trowbridge, Hallstead Pa. Financier
- 284. ELM CITY; New Haven, Conn.**
Meets at Elk's Hall, 852 Chapel St. 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M.
J. McCabe, 65 Spring St. Master
E. S. Ailing, 160 Spring St. Secretary
C. T. Downs, 160 Spring St. Financier
- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays at 7 P. M.
W. W. Hosford, 15 Elm St. Master
W. F. Day, 119 Ann St. Secretary
H. L. Stearns, 115 Trumble St. Financier
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meet at 119 N. Jefferson St. 2d and 4th Sundays at 1:30 P. M.
D. Patterson, 722 N. Third St. Master
H. Meyer, L. Box 554 Secretary
C. L. Sterling, 701 N. Jefferson St. Financier
- 287. ALTOONA; Altoona, Pa.**
Meets in Otto's Hall, E. 12th St., bet. 8th and 9th Ave. every Sunday at 1 P. M.
W. W. Brantlinger, 1316 10th Ave. Master
C. W. Armstrong, 431 8th Ave and 5th St. Secretary
F. A. Davis, 1903 Union Ave Financier
- 288. EMMET; Katherville, Iowa.**
Meet in Masonic Hall 1st Sunday at 2 P. M. and 3d Monday at 7 P. M.
W. S. Davis, L. Box 17 Master
F. J. Sullivan, Box 48 Secretary
G. Godden, Box 124 Financier

- 289. GRAND ISLAND; Grand Island, Neb.**
Meets every Friday evening.
J. W. Allwine, L. Box 135 Master
G. Morgan, Box 575 Secretary
J. F. Shannon Financier
- 290. MARION; Hannibal, Mo.**
Meets 2d and 4th Sundays at Constellation Hall.
J. T. Hart, 412 Washington St Master
G. Coffman Secretary
J. C. Shaw Financier
- 291. ATLANTIC; Brooklyn, N. Y.**
Meet in Schielleim Hall, Atlantic and Vermont Aves., 2d and 4th Saturdays at 8 P. M.
J. R. Johnston, 36 N. Oxford St. Master
H. N. Martin, Jamaica, L. I. Secretary
W. C. Latimer, 118 Hall St. Financier
- 292. MONUMENTAL; Baltimore, Md.**
Meets every Friday at 7:30 P. M. in Armstrong & Denny's Hall, Cor. Light and Montgomery Sts.
W. H. Zepp, 140 Ridgely St. Master
S. E. LaBarrre, 70 St. Peter St Secretary
J. S. Norris, 642 S. Charles St Financier
- 293. LAFAYETTE; Philadelphia, Pa.**
Meet Cor. Frankfort Road and Sargent St. 2d and 4th Sundays at 1 P. M.
J. Lahey, 2627 Freemont St. Master
W. J. Sharkey, 208 Somerset St Secretary
E. Farley, 2658 Memphis St Financier
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
B. Hagar Master
J. D. Terrill Secretary
H. K. McLaughlin Financier
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
E. W. Mason, Room 6, Davis Block Master
M. L. Mitchell, 320 Rock Island St. Secretary
W. T. Emerson, 221 Harrison St. Financier
- 296. AT LANT; Knoxville, Tenn.**
Meets every Sunday evening, corner Gray and Clinch streets.
J. R. Crittenden, 118 W. Depot St. Master
R. A. Manning, 138 Broad St. Secretary
D. B. Yearwood, 71 Richards St Financier
- 297. CLARK; Jeffersonville, Ind.**
C. E. Buehler Master
W. F. Leonard Secretary
A. B. Chambers Financier
- 298. GLENCOE; St. Louis, Mo.**
Meets every Sunday at 7 P. M., Corner Market St. and Ewing Ave.
H. C. Wheat, 8117 Rutger St. Master
J. W. Reynolds, 2124 Gratiot St Secretary
C. Brantner, 2834 Bernard St Financier
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
M. Prescott Master
C. H. Ridge Secretary
E. Mathews Financier
- 300. HARBOR CITY; Michigan City, Ind.**
Meet 1st Mondays at 7 P. M. and 3d Sundays at 2 P. M.
C. P. Read Master
A. S. Hewitt, Box 834 Secretary
W. H. Henry, Box 49 Financier
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. of each month in Engineer's hall.
S. J. Norris Master
N. E. Aldrich Secretary
W. M. Weeks Financier
- 302. YOUGHIOHENEY; Connellsville, Pa.**
C. L. Gray, Box 231 Master
E. R. Shupe Secretary
S. A. McPhee Financier
- 303. POST OAK; Hempstead, Texas.**
Meets every Sunday at 3 P. M. in Masonic Hall.
W. M. McMurray Master
W. A. Weir Secretary
J. E. Dehn Financier

Weekly \$2.00 per Year. \$1.00 for Six Months.



A Practical Mechanical Weekly,

DESCRIBING AND ILLUSTRATING

New Railway Appliances,

AND TREATING OF THE

Running, Management, Repairing

—AND—

BUILDING OF LOCOMOTIVES.

SHOULD BE IN THE HANDS OF

Every Live Engineer, Fireman and Railroad Mechanic

\$2.00 per Year. Sample Copy Free.

Agents wanted in every Railroad Center. Address

Am. Ry. Pub. Co.,
73 Liberty St., New York City.

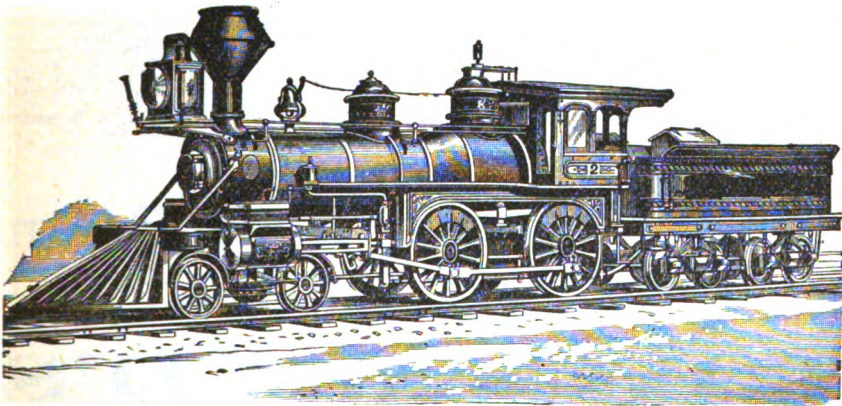
SMOKE THE
“ECCENTRIC” CIGAR,

The Finest 10c Cigar in the Market.

OR SMOKE
“THE VALVE” CIGAR,

The Best 5c Cigar you can get.

TRADE MARKS REGISTERED.



To the Brotherhood of Locomotive Firemen :

GENTLEMEN—On the 31st day of December, 1885. I signed a contract with your Grand Master and Grand Secretary and Treasurer, to pay into your Treasury for five years a *royalty* of one dollar on every thousand cigars of the above brands that I sell. If *every member* who smokes will assist by smoking these cigars, asking for them continually in stores that do not keep them, and asking his friends to try them, the royalty paid into your treasury, will, one year hence, undoubtedly amount to two or three thousand dollars *per month!* Retail Dealers should order from the Wholesale Dealers and if they refuse to get the cigars I will ship direct to the Retailer. No cigars genuine unless each box lid has a *fac simile* of my signature as below. Any further information will be cheerfully given.

Respectfully,

F. D. Thompson

P. O. Box 45, Covington, Ky.

Manufacturer.

The above statement is correct. Ask your dealers to keep the cigars.

EUGENE V. DEBS.

F. P. SARGENT,

Grand Secretary and Treasurer.

Grand Master.

QUERY: If *each member* of the B. of L. F. should smoke *two* of these cigars *daily*, how much would the royalty amount to in one month?



GOOD NEWS TO LADIES!

Greatest inducements ever offered. Now's your time to get up orders for our celebrated **Teas and Coffees**, and secure a beautiful Gold Band or Moss Rose China Tea Set, or Handsome Decorated Tea Set, or Gold Band Moss Decorated Toilet Set. For full particulars address: **THE GREAT AMERICAN TEA CO., P. O. Box 230, 31 and 33 Vesey St., New York.**

BEAUTIFUL CARDS for SCRAP BOOKS New lot just published. Send 6 cts. to H. M. BROOKS & Co., Springfield, O., for a large new elegant sample of the above. Cata. Free.

PILES. Instant relief, Final cure in 10 days, and never returns. No purge, no salve, no suppository. Sufferers will learn of a simple remedy Free, by addressing **C. J. MASON, 78 Nassau St., New York.**

100 B. L. F., B. L. E., or O. R. C. Cards, (designs worked in colors) with your name, address and order, \$1.00. 50 for 60 cts. Agents Wanted. Samples free. Specimen book containing 50 designs sent on receipt of 15 cents. **LAWRENCE & PHELPS, Toledo, O.** Mention this Magazine.

SCIENTIFIC AMERICAN

ESTABLISHED 1845

The most popular **Weekly** newspaper devoted to science, mechanics, engineering discoveries, inventions and patents ever published. Every number illustrated with splendid engravings. This publication furnishes a most valuable encyclopedia of information which no person should be without. The popularity of the **SCIENTIFIC AMERICAN** is such that its circulation nearly equals that of all other papers of its class combined. Price, \$3.20 a year. Discount to Clubs. Sold by all newsdealers. **MUNN & CO., Publishers, No. 361 Broadway, N. Y.**

PATENTS. Munn & Co. have also had Thirty-eight years' practice before the Patent Office and have prepared more than **One Hundred Thousand** applications for patents in the United States and foreign countries. Caveats, Trade-Marks, Copy-rights, Assignments, and all other papers for securing to inventors their rights in the United States, Canada, England, France, Germany and other foreign countries, prepared at short notice and on reasonable terms. Information as to obtaining patents cheerfully given without charge. Hand-books of information sent free. Patents obtained through Munn & Co. are noticed in the **Scientific American** free. The advantage of such notice is well understood by all persons who wish to dispose of their patents. Address **MUNN & CO., Office SCIENTIFIC AMERICAN, 361 Broadway, New York.**

Railroad Men's Best Friend

FOR A GOOD TIME-KEEPING DURABLE WATCH BUY

TOWNSEND'S Special Railroad Watch.

He also keeps in stock all grades of American Watches, and retails them at wholesale prices. Write for price list. You can save 15 to 33 per cent. Agents wanted. A complete stock of Jewelry, Clocks, &c., samples of his own designs. B. L. F. Charms and Pins sent on selection. Fine repairing and manufacturing at lowest prices. He sells more Railroad Watches than any house in Chicago. Reference, First National Bank.

His **Five RAILWAY Movements** are unsurpassed for durable and reliable time-keepers. **Railway, \$45.00; Anti-Magnetic, \$35.00; Excelsior, \$30.00; Superior, \$28.00, and Rockford-Townsend Watch, \$22.**

Send for Price List before purchasing elsewhere.

Townsend's new **Anti-Magnetic Movement**, suitable for Operators and Electricians.

Send for sample card of his own special **B. of L. F. Pins, Charms, Badges and Ladies' B. of L. F. Ear-rings**, now all the style.

We endorse Mr. J. S. Townsend, as being an honorable and fair-dealing gentleman.

**W. E. BURNS,
J. J. HANNAHAN.**

Address all communications direct to

J. S. TOWNSEND,

Wholesale and Retail Watchmaker, 1554 Wabash Ave., Chicago, Ill.



VOL. X.

APRIL, 1886.

No. 4.

**THE RELIEF DEPARTMENT OF THE
PENNSYLVANIA RAILROAD
COMPANY.**

What is known as the Pennsylvania Railroad system, is one of the most commanding in the United States. It controls, approximately, 2,500 miles of road, splendidly equipped. This system, we will say, employs, all told, 12,000 men. The management of the Pennsylvania system, on the 1st day of February, last, inaugurated what the officials of the road are pleased to call a "*Relief Department.*" Other systems of railroads have engaged in the same *new departure.* But in discussing the Pennsylvania scheme we necessarily take in all roads which have, or which may in the future conclude to test the pliability of their employes, in a similar way. But, first, it is of special importance that our readers should know the purport of this "*Relief Department.*" It needs to be carefully studied. Railroad employes should give it that searching investigation which it imperatively requires. There is far more in it than appears on the surface. We have seldom had our attention called to a document better calculated to mislead. It is specious to an extent rarely equaled, and it is this plausibility that constitutes its Machiavelianism. It is artful, subtle,

diplomatic, cunning. It is the address of the spider to the fly, in astute prose. It is a great, powerful and moneyed corporation, *weeping* over the woes of its workingmen. It is one of the most astounding exhibitions of sympathy on this continent, since its discovery by Christopher Columbus, and when the thread-bare assertion is made, that "corporations have no souls," let the Pennsylvania Railroad be referred to as an exception—and let its "*Relief Department*" (?) be quoted to sustain the exception. But, before we enter upon the task of dissecting the *ukase* of President Roberts, of the Pennsylvania system, we desire to lay the full text of the document before our readers. We do this because it is a most extraordinary paper—because it has volumes of history in its various paragraphs, because it is laying the foundations for counter pronouncements which may ultimately lead to consequences little dreamed of when it was written. We put it on record because we desire every Locomotive Fireman who is a member of our Continental Brotherhood to read it, and as he reads, feel his heart throb in response to noble resolves not to sacrifice his manhood, his independence, his liberty. The following is the document in question:

PENNSYLVANIA RAILROAD COMPANY,
CIRCULAR TO EMPLOYEES, INTRODUCTORY OF
THE RELIEF DEPARTMENT.

The Pennsylvania Railroad Company has for some time had under consideration the question of *providing a plan* by which those in its service may be associated for the purpose of securing specific relief for themselves and families in cases of accident, sickness and death.

After a careful inquiry into existing plans having similar objects in view, and the special requirements of its employees, the Pennsylvania Railroad Company has formulated a plan which, it is believed, will be of permanent benefit, and to which the Company has determined to render aid by giving its facilities and authority to promote the same, contributing liberally for its support, and guaranteeing the fulfillment of the obligations assumed under it.

This plan has been approved by the Board of Directors, and printed copies thereof can be obtained of its purposes and terms.

The general features of this plan are as follows:

First—The creation of a new department in the service to be known as the Pennsylvania Railroad Relief Department, having for its object the establishment and management of a fund, to be known as the relief fund, and for the payment of definite amounts to employees who, under the regulations, shall become entitled thereto, when they are disabled by accident or sickness, and, in the event of their death by accident or natural causes, to their relatives or other beneficiaries. In connection therewith, the department is to exercise supervision over sanitary matters affecting the health of employees, put in operation measures to secure conditions favorable thereto, and take charge of such kindred matters as may be assigned to it.

Second—The fund will be created by an application to that purpose, under contracts of employment, of portions of the wages of employees, at uniform rates, graded in amount according to their regular pay. The company will be trustee for the fund and responsible therefor, pay any deficiencies which may arise from the fund not proving sufficient to meet the demands upon it, manage the department, pay the operating expenses, furnish the necessary office room and grant the services of its officers and agents without charge upon the fund.

THOSE WHO GET RELIEF.

Third—Those who shall become entitled to the benefits of the fund will be known as "members of the relief fund." Their admission to its privileges will be based on applications to be made by them in the form and under the terms prescribed in the regulations of the department.

Fourth—The department will be in charge of a Superintendent, who will be aided by an Advisory Committee consisting of members chosen equally by the employees who are members of the fund and by the Board of Directors of the company, with the General Manager of the company and the Superintendent of the Relief Department *ex-officio* members.

Fifth—The benefits will consist chiefly in: Payments of stated amounts to members disabled by sickness or by injuries received in the discharge of their duties. Payments of stated amounts to designated relatives or other beneficiaries of deceased members. Free surgical attendance for members disabled by injuries in the discharge of their duties. Arrangements for fixed moderate rates, of which members may avail themselves, for medical attendance in cases of ordinary sickness. Medical supervision over sanitary and other matters affecting the health of members.

Sixth—For the purpose of determining the monthly rates, members will be divided into classes, according to the amount of their regular wages per month, as follows: First class, those receiving not more than \$35; second class, those receiving more than \$35 and not more than \$60; third class, those receiving more than \$60 and not more than \$80; fourth class, those receiving more than \$80 and not more than \$100; fifth class, those receiving more than \$100. For members not paid by the month, the classes will be determined by the usual amount of earnings per day.

As far as practicable those in similar grades of the same kind of service will be classed together, without regarding slight variations in the pay of individuals from the limits assigned for the several classes.

The rates for the first class will be 75 cents per month; for the second class, \$1.50; for the third class, \$2.25; for the fourth class, \$3; for the fifth class, \$3.75.

The amounts applied by employees to the purposes of the relief fund will be deducted from their wages on the pay-rolls monthly in advance and placed to their credit in the fund.

RATES AND BENEFITS CLASSIFIED.

Seventh—The following table exhibits the rates and benefits of the several classes:

	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class
Highest amt't of monthly wages for each class .	\$35 00	\$60 00	\$80 00	\$100 00	\$100 00
Rates of contribu- tion per month . . .	75	1 50	2 25	3 00	3 75
Accident benef- its per day, not includ- ing Sundays: First 26 weeks	50	1 00	1 50	2 00	2 50

RATES AND BENEFITS CLASSIFIED—CONTINUED.

	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.
After 26 weeks Sick benefits per day, not including first week or Sundays, and not longer than 52 weeks	25	50	75	1 00	1 25
Payments in the event of death from accident . . .	50	1 00	1 50	2 00	2 50
Natural causes . . .	500 00 (250 00)	1000 00 (500 00)	1500 00 (750 00)	2000 00 (1000 00)	2500 00 (1250 00)

Under specified conditions, members may enter classes higher than those to which their pay assigns them, and may take additional natural death benefits.

Eighth—In order that the cost of the proposed benefits may be as small as possible, and each member derive all possible benefit from his payment to the relief fund, the number participating must be large and regular. In view of this, and the responsibility assumed by the company, it will be a condition that each person entering the service, or promoted in it, after the inauguration of the department, shall become a member of the relief fund and participate in its benefits. Persons in the service at that time will, for six months thereafter, be afforded the privilege of participating without regard to age or physical condition.

Ninth—The operations of the relief department will commence February 1, 1886, from which date applications will be received. The payment of contributions and the title to benefits will not commence until February 15, 1886.

Applications are to be made to those under whom the applicants are employed, who will afford employees an opportunity of examining the regulations of the relief department and will furnish blanks for applications, and any required clerical assistance in filling them up, and will forward them as may be directed. As the privilege of participation will hereafter depend upon age and physical condition, those now in the service may be *debarred* from participation, if they delay applying until after the period during which the privilege is open to them.

Tenth—The company having established this method of relief for their employees, and undertaken the management and expense thereof, will discontinue the allowance of gratuities after the expiration of the period of six months before mentioned, and all fines paid by employees for dereliction of duty will thereafter be added to the relief fund.

The Northern Central Railway Company, the West Jersey Railroad Company, the Philadelphia, Wilmington & Baltimore Railroad Company, the Camden & Atlantic Railroad Company, the Baltimore &

Potomac Railroad Company, the West Jersey Ferry Company and the Camden & Philadelphia Steamboat Ferry Company, in which corporations the Pennsylvania Railroad Company is largely interested, and whose works are associated in management, have adopted similar relief projects and entered into an agreement with this company for the joint management of their several relief departments, with that of this company. For convenience of designation the joint operations of the said relief departments are to be conducted under the title of "The Pennsylvania Railroad Relief Department;" all applications by employees and the agreements therein made being, however, to and with the company assuming obligations with regard to the same and to their employees, in connection therewith, similar to those assumed, as above stated, by the Pennsylvania Railroad Company.

G. B. ROBERTS,

President.

OFFICE OF THE PRESIDENT,

PHILADELPHIA, January 25, 1886.

The italics are ours, introduced for the purpose of attracting the attention of our readers. We expect to show that the circular letter to employees of the Pennsylvania Railroad Company does not contemplate in the *largest, best and most vital* requirements the welfare of the employees. We expect to show that the "Relief Department" does contemplate the *indefinite augmentation of the power of the Company over its employees*, and that it also contemplates large pecuniary advantages to the Company.

There is a theory abroad in the land that fault-finders, complaining people, as a class, are pestiferous, and especially is this true if the fault-finder is an employee. What is termed the "established order," it is assumed, possesses somehow a sort of sacredness which it were profanity to disturb. The antiquated idea of a "divine right to rule" belongs to the category, and this divine (?) right, by some *hocus pocus* arrangement, it is assumed has descended from thrones and aristocratic cabals to American corporations. It might as well be dismissed. It will not thrive upon American soil.

For many years prior to 1776, the American colonists were fault-finders. They did not like British rule. They did not care so much about the "stamp

tax" and the "tea tax." The amount of money involved was insignificant, but they did care for the principle involved. To submit was slavery; to protest—to fight—was freedom and independence. For eight long years they protested and struggled, endured sacrifices, and as a consequence, the great American Republic—as a consequence, liberty and independence—as a consequence, to-day 56,000,000 of freemen. Shall we add, who know their rights and knowing dare maintain them?

We confess to feelings of indignation, mingled with humiliation, as from time to time we read the patronizing talk of employers. The question is all too frequently asked, What can we do for our working people? The theory seems to be that by some inscrutable decree of "divine providence" working people have been thrust into the world to test the philanthropy of the rich; that working people, like feeble-minded children, are the wards of monopolists, a burden to be borne somehow, the Lord only knows how, to be fed somehow, clothed somehow, sheltered somehow, when sick doctored somehow, and when dead buried somehow, and such things, if half of the drivels expectorated now-a-days were believed, constitute a large per cent. of the anxieties of employers.

The statement has recently gone the rounds of the press that the railroads of the country now employ 600,000 persons. We think the figures are too large, but it answers our purpose to say that these railroad employes are eminently capable of taking care of themselves. The simple fact that they conduct the tremendous railroad enterprises of the country is sufficient proof that they do not require the guardianship of their employers. All they demand is justice, fair play, fair wages for a day's work, the control *absolutely* of the money they earn without question or qualification. Anything else, any infraction of such rights, talk as we may, sinks the American workingman to the degraded level of serfdom. No longer able to control his earnings, being the subject of a

higher will, a higher power, he disrobes himself of the prerogatives of American citizenship, and must inevitably become contemptible in his own eyes.

The Pennsylvania Railroad Company, after "some time" devoted to "consideration" for the purpose of "providing a plan" by which "those in its service" might secure "specific relief," brought forward the "plan" we have incorporated into this article. The employes of the Company were not consulted, they did not ask for this or for any other "plan" devised by the Company to secure to them "specific relief." The "plan" was concocted and promulgated, and the employes required to join the "Relief Department," and the employes are given to understand very distinctly that their connection with the Pennsylvania system of railroads will depend upon their joining the "Relief Department," the language of paragraph *eighth* being:

"In view of this, and the responsibility assumed by the Company, it will be a condition that each person *entering* the service, or *promoted* in it, after inauguration of the department, *shall* become a member of the relief fund and participate in his benefits."

We invite special attention to this paragraph.

It is deserving of the most searching analysis.

Any misapprehension will prove fatal.

In the first place, no man will be permitted to obtain employment on the Pennsylvania roads unless he joins the "Relief Fund." Qualifications, character, the highest possible endorsements for skill, integrity, fidelity to obligations, go for nothing unless the applicant joins the "Relief Fund." In the second place, no man now in the employment of the Company can ever gain promotion, however worthy and well qualified, unless he joins the "Relief Fund;" and the intimation is equal to a declaration, that those now in the employ of the Company, after six months of probation, will be dismissed unless they join the "Relief

Fund." And these Bismarckian terms are promulgated that the employes may participate in the benefits of the "Relief Fund."

Was there ever such an exhibition of disinterested friendship and benevolence in the history of railroading? On the face of the document is there not a glow of benevolence? a profound interest in the welfare of working-men? Beneath the surface is there another and a different purpose?

We have assumed there are 12,000 employes connected with the Pennsylvania system. Manifestly, it is the purpose of the Company to have every employe a member of the "Relief Fund," ostensibly for the good of the employe. So far as President Roberts' ukase discloses a purpose, the Company has no *selfish* interest in the scheme whatever, and the impression is sought to be made that the "plan" is one of unalloyed, unadulterated benevolence.

The present tendency of railroad employes is to organize Brotherhoods. There are now organized the Brotherhoods of Locomotive Engineers, of Locomotive Firemen, of Brakemen and Conductors having a membership of, say, 60,000. These Brotherhoods are all beneficiary in their operations. Among the employes of the Pennsylvania Railroad there are thousands who are members of these organizations. These Brotherhoods were organized for purposes as worthy as ever influenced the action of men. Their motives challenge the respect of all right-thinking men. They contemplate moral, social and intellectual improvement, and by *voluntary* contributions they provide relief in case of sickness, disability or death. Men high in authority, Governors, statesmen, ministers, philanthropists, editors, merchants, men of influence in every department of human affairs, have vied with each other in extolling the noble objects which these Brotherhoods have in view, and which they are laboring to promote with commendable zeal and undisputed ability.

Does the Pennsylvania Railroad

Company, by the establishment of its "Relief Department," contemplate the disbandment of these Brotherhoods? Manifestly, such is the intention.

For the purpose of argument, simply, we will assume that the 12,000 men in the employ of the Pennsylvania Railroad Company are members of the Brotherhoods we have named, and that to maintain their membership they are required to pay annually as much as the Pennsylvania Company proposes to deduct from their wages. This proposition, as it confronts the employe, suggests the inquiry, "Can I sustain this double tax?" Tabulated, the situation would be as follows:

CLASS.	Annual Payment to Railroad.	Annual Payment to Brotherhood.	Total.
1	\$0 00	\$9 00	\$18 00
2	18 00	18 00	36 00
3	27 00	27 00	54 00
4	36 00	36 00	72 00
5	39 00	39 00	78 00

We do not hesitate to say, considering all the facts as we know them, the great mass of railroad employes *cannot* afford to maintain membership in two organizations requiring such annual (monthly) drafts upon their scanty earnings. One will have to be abandoned, and it is this fact, as patent to the railroad Company as to anyone else, that discloses the deep-laid scheme to overthrow the Brotherhoods of railroad employes. The reasoning of the railroad Company with its employes is readily suggested. In addressing an employe, a member of the Brotherhood, the Company would doubtless formulate its remarks something after the following style:

"You want employment. We want your services, but to secure work you must become a member of our 'Relief Department.'" To this we will suppose the applicant rejoins by saying, "I am a member of a Brotherhood which requires as *dues* as much as I can afford to pay." "Very well," replies the Company, "you can take your choice. Our

rules will not be modified. With us you can have employment and 'relief.'" "But," says the applicant, "if I enter your employment, and after a series of years get discharged or desire to change my employer or employment, do I derive any benefit from the money you have deducted from my wages?" "None whatever," says the Company, "once with us, you must remain with us; if you go, you lose all you have paid."

At this juncture, it is fair to assume the applicant for work comprehends the situation. He gets an idea of what is meant by the oft-repeated phrase, "the association of capital and labor," "the inter-dependence of capital and labor," "the harmony of capital and labor." He may soliloquize, "I am skillful; I am capable; I am honest. I need work, but if I obtain it of the Pennsylvania Company I must submit to terms which degrade me, crush my manhood, my rights as a man and a citizen." It is a critical time with the workingman, a supreme moment in his history. If he yields, he sinks. The Company looks on with the utmost complacency. It believes the scheme will work, and that in due time its 12,000 men will submit to its terms. Possibly. We prefer to believe that the Pennsylvania Railroad Company will be induced to change its programme. It is not in harmony with what is called "the eternal fitness of things." Its programme does not read well alongside of the Declaration of Independence. President Roberts could not afford to read it on the steps of Old Independence Hall. The "life, liberty and the pursuit of happiness" clause is absent. Old Ben Franklin would not have written the document, and old William Penn would never have made such terms to the red man, if thereby he could have secured the continent.

But we are led still further to inquire if it is fair to assume that the Pennsylvania Company had other objects in view when it prepared its Relief Department scheme? Is the "plan" one of disinterested benevolence to the employe?

We have no desire to misrepresent the Pennsylvania Railroad Company, nor to misinterpret its purpose in this matter, but this Magazine is the organ of more than sixteen thousand railroad wage-men. It is our duty, as it is our pleasure, to represent their interests.

Referring to the seventh paragraph of the plan we think there will be universal agreement that the benefits proposed are preposterously small, and essentially unjust. Take for instance the first-class employe, the lowest in the scale, possibly a brakeman. If there is injustice and illiberality in this class, it is fair to assume that the wrong permeates the whole "plan." We will assume that the brakeman sprains his wrist. It becomes swollen and inflamed, so that there is no question as to the disability. What is the result? The brakeman, we will say, is disabled one week; in that event he loses his wages, \$8.75, and the pitiful sum of 50 cents a day, not including Sunday, is all he receives. As a consequence he is out of pocket \$5.75, and if attacked with cholera or fever or any other disease, which is mastered in one week, including Sunday, he is still out of pocket \$8.75 and gets nothing, but at the same time the Company deducts from the unfortunate man's wages his sick dues. Again, if the sick man dies the Company, or rather the employes of the road, pay surviving relatives the sum of \$250, the "plan" making just \$250 difference between *dying* in the Company's service and getting *killed* in its service, and this wretched business of speculating upon the sickness, disability and death of employes disfigures the "plan" from Alpha to Omega, and to make the "plan" indescribably cruel the man, to obtain work at \$35 a month, must subscribe to its humiliating exactions.

To make matters still worse, we discover that the "plan" as it appears in this article, does not furnish all the information required to enable employes to fully comprehend the degradation to which they are invited to submit. In a communication addressed to the Philadelphia Record, a

communication, signed "Employes," brings into deserved prominence a repulsive feature of the "plan." It is as follows:

"The following is a part of the agreement to be signed by those who take membership in the Relief Fund: That in consideration of the right to benefits conferred, I hereby *release all claims for damages against said Company* which might at any time hereafter be otherwise maintained by or through me * * * The last part of the agreement reads thus: I do hereby FURTHER ACKNOWLEDGE, CONSENT AND AGREE * * * that my resignation from the service of the said Company, or my being released from employment and pay therein, at the PLEASURE of the Company, or its proper officers, WITH OR WITHOUT CAUSE, shall FORFEIT my membership in the aforesaid Relief Fund and all BENEFITS, RIGHTS OR EQUITIES ARISING THEREFROM."

When an employe of the Pennsylvania Company, signs such a contract, he will have reached the profoundest depths of degeneracy and disgrace—explanations may be attempted—the poor victim may talk of bread and meat, of dependent wife and children, but his self-abasement is only the more conspicuous. He has yielded up his manhood, he has resigned his independence, he has abdicated the citadel of citizenship, and wears the mark of the Pennsylvania Railroad Company, as certainly as a Texas steer wears the mark of its ranchman owner. He no longer controls his own earnings. Discharged, "with or without cause," he sits dumb as a sheep in the grasp of its shearer. The veriest worm that crawls upon the earth turns upon the thoughtless person who seeks to crush it—killed it may be—still it protests, but an employe of the Pennsylvania Railroad Company, who joins the "Relief Fund," denies himself the right which the worm maintains.

We paint no fancy picture. We could wish the story were a product of the imagination, rather than one in which, in these closing years of the nineteenth century, the facts present American citizens, invited by a powerful corporation to occupy positions as repugnant to the genius of liberty as ever aroused down-trodden men to struggle for emancipation.

In this process of analysis we inquire if the Pennsylvania Railroad Company has not in view a purpose to improve its financial condition? What are the facts? From the center to the circumference of the country there is everywhere a purpose to enact laws which shall promote the welfare of workingmen. Philanthropists, political economists and statesmen agree that hitherto workingmen have been unjustly treated, that in legislation their rights have been ignored. Congress is seriously investigating labor subjects, and will enforce the eight hour law in all Government industries by severe penalties. Pennsylvania is not indifferent to such matters, and the courts are beginning to mete out justice to workingmen when important controversies arise. It will be observed that the Pennsylvania Railroad Company has sought by its "Relief Fund" scheme to debar the employe from appealing to the courts. The employe is made to renounce all rights and privileges as a litigant. He takes what the Company offers, and "releases all claims for damages." We read in a communication to the Philadelphia Record, signed "One of the Employes," the following, which indicates pretty conclusively that there is a financial cat hid away in the meal tub. The writer says:

"Section 62 says, 'in cases of disability or death, other than those arising from natural causes, benefits shall not be payable or paid until there be first filed with the Superintendent of the Relief Department *releases* satisfactory to him releasing the Company from all claim for damages in connection therewith, signed by all persons who might be entitled to claim the same, including all benefits designated in the respective applications.' Now for the injury employes may inflict on themselves and families by signing the above declaration. Engineer Joseph Carman was killed in October, 1884, in Camden, through the Pennsylvania Railroad Company's negligence. Under the third class grade his widow would have received \$1,500.00. She sued the Company, and they compromised the case for over \$10,000. Fireman Simpkins was maimed for life in the same accident, and would now be entitled to fifty cents a day (not including Sundays) if he had been in this fund. But the STATE LAWS gave him \$41.00 per month,

and the Company wanted to compromise that case, less \$6.00 per month."

We invite special attention to the foregoing extract, because it absolutely sustains the intimation that the establishment of the "Relief Fund" contemplates large pecuniary gains to the company, and correspondingly places the employe at a disadvantage. We have the record showing that the wife of an engineer who was killed, under the operation of the "Relief Fund," would have received \$1,500, while the courts would have given \$10,000 or more, and the disabled fireman, who would be receiving 50 cents per day, or \$13 per month, now receives \$41 per month.

But this is by no means the *worst* feature of the scheme so far as the employes are concerned, nor the *best* feature of it, so far as the Company is concerned, since whatever is paid, comes out of the pockets of the employes, the guarantee of the Company amounting to nothing, as it would be notoriously impracticable to compel it to make good its promises.

We have extended this article to unusual length, but our apology is that the "Relief Fund" business, even if it were liberal and equitable, embodies propositions in flagrant antagonism with every manly instinct. Railroad employes are eminently qualified to determine for themselves what is best for them, and if they sometimes make mistakes they are not more unfortunate than those who would assume their guardianship. No self-respecting man will barter his birthright, his manhood, his liberty and independence for a mess of pottage. He will not consent that any man or set of men shall control his earnings or any part thereof. We speak for more than sixteen thousand Locomotive Firemen, members of our Brotherhood, men who are mapping out for themselves new pathways to honor and usefulness, who are growing in intelligence, who are students of facts in work, wages, social and political reforms, who, comprehending the power of united effort look forward to the time when the preju-

dices, born of ignorance and superstition, will disappear like the mist before a noonday sun, and what is true of Locomotive Firemen is true of the great army of employes who are carrying forward the mighty railroad enterprises of the times. These men are not in a mood to take any retrogressive step. They will not, at the bidding of any one or for any purpose, debase themselves to the level of serfs.

The time has arrived for manly speech on the part of the workingmen of the United States. The Pennsylvania Railroad Company proposes to do that for its employes which they can better do for themselves. They can expend their money so as to secure larger sums when sick, and in case of disability or death larger benefits than the Pennsylvania Company proposes to pay. And this the employe can do without sacrificing his manhood or signing away any of his rights. In view of these facts we most respectfully suggest that Locomotive Firemen peremptorily decline the proposition of the Pennsylvania Railroad Company to become the beneficiaries of a fund which requires such sacrifices as self-respecting men cannot make.

A St. Louis man by the name of Chase some weeks since visited Chicago to purchase goods, and took with him \$11,300 in cash, checks and negotiable paper, which, stuffed into one pocket book, made it over much bulky. He lost his pocket book and all his money, which was found by a poor man, a porter in a business house where Chase had transacted business, and could have been retained without the slightest clue to the finder. But the poor man was *honest*. He took the pocket book from the filth where he found it, cleaned and dried the papers, and handed it back to the owner without the loss of a nickel. Mr. Chase, the St. Louis merchant, took the little fortune preserved for him and restored to him, but he forgot so much as to *thank* the man who had done him such valuable service. Pass him around and kick him as he goes.

REFORMATIONS.

In individuals reformation, a change for the better in thought, life, habits and practices, is sometimes thought to be sudden, without premeditation, the result of impulse, of immediate rather than remote influences. There may be such well authenticated instances. There may be those who have witnessed them. We do not recall them in our experience or in our readings. We regard them altogether mythical. At best, if the world has witnessed such reformations we do not believe they were permanent. They did not last long, and the persons so reformed were doubtless like the Scriptural female swine, which speedily returned to her wallowings in the mire. Any reformation worthy of the name is the result of causes, which, whether recognized or not, were remote, rather than immediate. At any rate such is the history of all great and permanent reformations. Take for instance the cause of slavery. It would be interesting to know when it did not in some form, more or less aggravating and revolting, "blacken the page of history." There are even now slave-catchers plying their vocation, and in many lands, where all men are nominally free, there exists a vassalage, the contemplation of which by freemen arouses deep indignation, and indicates conclusively that the task which emancipating philanthropists have undertaken is not yet accomplished. But the world is hopeful and work proceeds.

It would be interesting to inquire when all the rulers of European countries, by whatever title known, exercised despotic sway. It would be found that the time is not vastly remote, and now but two of such despots remain. Full emancipation has not come, but it is coming. It is destiny, and if men are permitted to have any rational conception of God it is safe to say He is pledged to break the scepters of Czars and Sultans, and place the governments of the earth in the hands of the people.

It will be conceded that reformations, if permanent, move forward

slowly, but it should be remembered that they never move backward; halting there may be, at least apparently to the superficial investigator, but retrogression never occurs. Despotism is on the wane, bigotry is almost universally condemned. Ignorance is disappearing. Truth and right are coming into closer alliance. The wrong is vigorously intrenching, always on the defensive, but its citadels are crumbling while the armies of the right are ceaselessly moving on his works. The conflict is to last not only all summer, but all the centuries until victory is won.

Who does not know that the world has always been wrong on the labor question? Who dare aver that labor has ever had even justice awarded it in all the march of civilization, let the starting point be where it may? Who is so blind as not to see that the work of reformation has begun and is making headway? Who is so imbecile as not to know that the wage-men of the world are not in the minority. We know that it will require time to accomplish this great labor reformation. We know that it will require the great masculine virtues of courage, endurance, fortitude and patience. We know that the young men of to-day will grow old and die before the day of labor's jubilee, but we know that as one dies ten will stand ready to take his place and that the reformation will move on, and we know that it will gather power, force and momentum, and will yearly become more formidable.

Is it asked what we mean by labor reformation? We answer, a change for the better. We mean the ushering in of an era when thought and law and custom shall be in accord to deal justly by labor. We mean the coming of the long delayed period when the badge of labor shall dignify rather than degrade labor in the eyes of the pampered few, who live by exacting tribute from labor.

Those who believe that this reformation is destined to reach full-orbed meridian glory are not Utopians, they are not dreamers, they are not crack-brained visionaries. They are not an-

ticipating miracles. The men who champion the labor reformation are pre-eminently practical. They believe in educating men up to the full appreciation of their unalienable rights. They believe in mental manliness. They believe in union and federation. They know that labor has suffered through all the centuries since God said that by the sweat of his face man should eat bread. They know that time is required to place labor on its feet and give it an erect and a defiant attitude and demand justice. They know that when one great emancipating word a century ago was spoken for justice ten thousand are uttered now. They know that men are learning the lesson of their rights and are getting ready to act their parts. They know that drill, not charging, makes soldiers. They know that struggle, not shouting, builds character and advances the army of progress and reform. They know that to make oaks of acorns time is required, and they are willing to bide their time, but they know the sturdy oaks do come from acorns and they know the seed they are planting will, in due time, furnish an abundant crop of success. Here, in America, they are preparing to demonstrate the majesty of the ballot. If laws are vicious they will see that they are repealed. The days of wheedling demagogism are numbered. Land stealing will cease and land thieves will be made to disgorge. Hours of labor will be regulated, and in the presence of "over-production" the lamentations of the hungry will not be heard. This millennium may besome distance away, but it is coming, and when it comes "the morning and the evening" will record the first day of the reign of justice in the earth, and then the righteous may tune their harps and throats and sing—

Sound the loud timbrel o'er every dark sea,
Labor has triumphed, her people are free.

THERE are 18,864 miles of railroads in England, Scotland and Ireland, and the cost of their construction and permanent improvement is set down at £801,500,000, or \$4,007,000,000.

LITERATURE OF LABOR.

ONE of the signs of the times which can be contemplated with real satisfaction is that there is coming into prominence what may be justly termed "the literature of labor." The rights and the wrongs of labor are being discussed in a fearless, trenchant style which is destined to place labor before the public in an attitude hitherto unknown, and if we are not greatly mistaken laboring men, at a very early day, are to be recognized in a way which will redound to their welfare in many regards. Hitherto the laboring classes have been ignored, or, if considered at all, it has been in a way which has brought them no benefits whatever. This degrading condition is passing away. A new era is dawning, and a revolution has been started. Laboring men are to have a literature. Papers controlled in the interest of labor are multiplying. The rights of laboring men are to be championed by men whose mental endowments, whose education and sympathies will leave little to be wished for, in so far as educating the masses of laboring men is concerned. An article in a recent number of the Toledo Railroader upon "Favoritism" is a case in point. The article in question starts out by saying that railroad companies claim that employes are in no wise responsible as to how appointments by officials are made, and whether competent or incompetent employes should look on in silent acquiescence. The Railroader comments as follows: "For the sake of argument, admitting this to be true, it does not at all sustain the favoritism theory. Incompetent and unworthy relatives and favorites are not appointed and promoted by the real owners of the road, but by directors, managers and other subordinate officers who are elected and appointed and paid to manage, to the best of their ability, the affairs of the real owners, and they have no more right to injure and jeopardize the property of the company by appointing to positions of trust unworthy favorites than has the engineer or conductor the right to neglect any of the duties which he is paid to per-

form. The manager who appoints to office an incompetent, inexperienced, or unworthy son, nephew or favorite, when there is a good man to take the place, is, morally, just as false to the duties of his position as the brakeman who fails to flag a train when ordered to do so, and the failure of the manager in his duty will in all probability result more disastrously than that of the brakeman. It is very justly claimed that upon this point, even if the matter is not viewed from the higher ground of there being reciprocal interests and duties between the railroad and its employes, but merely in connection with the promotion for efficiency of service, it is beyond question that a just and equitable, not to say liberal, policy in reference to the welfare and prosperity of its employes will be productive of a better and more economical service, and will create a better feeling and greater harmony between the road and its servants than the adoption of any policy that only treats the subject from the standpoint of the employer without regard to the interests of the employed in any way." It is only recently that such discussions of vital questions, relating to the rights of employes to be heard in matters which directly concerned their welfare, found their way into the publications of the times. The prevailing idea has been that employes should accept what they could get and be silent, and though much has been said about the alliance between capital and labor it was seen that in the management of the copartnership affairs employes were expected to work upon terms and under conditions which employers might designate without comment or protest. Such is not to be the situation from this time forward. Labor is to have a literature—a hearing. Employes, as well as employers, are to appeal to the public, to courts and Legislatures, many an old-time wrong is to be righted. The signs of the times are assuring and cheering.

THE Japanese claim to have understood the art of printing from engraved blocks since A. D. 175.

OVER-PRODUCTION.

The term, "Over-production," has a significance which, when analyzed, is anything but gratifying. It is difficult to associate privation, haggard poverty, with over-production. The mind does not readily conceive of plenty and destitution going hand in hand. But over-production is, nevertheless, a calamity which becomes the prolific parent of misery. To the laboring man "over-production" is the synonym of idleness and a long list of ills, the contemplation of which fills the mind with horror. To illustrate our meaning we will take the industry of mining coal, in so far as that fuel is used by manufacturing establishments to create steam for driving engines and machinery. The result of over-production operates to the disadvantage of the miner in two ways. He is required to remain idle a portion of his time, or he loses work entirely. He finds when working full time that he is barely able to support his family, to work half time is to endure privation, while to be thrown out of work entirely means crushing destitution. He will doubtless inquire the reason why the manufactures do not purchase the coal as usual, and is told they have shut down their works owing to an over-production of wares, or that they are working half time or less, and hence thousands of their employes are working on starvation wages or are not working at all. Need we particularize? The iron-workers find there is an over-production of pig iron, bar iron, nails, steel, etc. Weavers and spinners of wool and cotton hear the same complaint, and thus we might proceed throughout the entire list of industries always hearing the same ominous cry, "Over-production."

It would appear to be the mission of a crank to complain of labor-saving machinery. The present is an era of invention, and how to construct a machine that can perform the work of two or a thousand men is the high ambition of men of an inventive genius. This is quite natural, since such a machine is certain to sell. Every manu-

facturer wants one or a dozen. He reasons thus, "Here is a labor-saving machine. I can run it by steam, one man can tend it. It will save the work of twenty men; cost of machine, \$5,000; 6 per cent. on investment, \$300; wear and tear 10 per cent., \$500; cost of one man to run it at \$1.50 per day, 300 days, \$450; total, \$1,250. Cost of twenty men, which it displaced at \$1.50 per day, 300 days, \$9,000, saving first year \$7,500." The nineteen men thrown out of employment must look elsewhere. They often look in vain. They start out to find work. They everywhere find the same labor-saving machinery in operation. They become tramps. Many of them find their way to the penitentiary. These prisons are becoming great manufacturing establishments. The State takes this criminal muscle and operates it at a small cost, floods the market with an *over-production* of prison, crime-produced wares, sells them cheap, as it can afford to do, and thus makes it impossible for honest men to compete with it, and then they are forced into idleness that the State may have a revenue from its criminals.

The questions that naturally arise in the discussion of over-production are, First, Is it practicable to do away with labor-saving machinery? Manifestly, it is not. Second, Is there any way to remedy the curse of over-production? We think there is. What? Sell the wares. That is just what everybody is trying to do, but there is no market. We are at the point sought. The real question of statesmanship before the country is to supply a market for our surplus manufactured products. Is it possible? There is little doubt in the minds of practical men upon the subject. The New Orleans Exposition Gazette of November last furnishes authoritative figures which are convincing. It refers to the trade relations between the Spanish and Portuguese American countries and asks, "What shall we do with our surplus manufactured products?" In answering the question the Gazette says "that every commercial interest of the United

States is closely identified with a Hemispherical policy by which Americans shall be induced to trade with Americans, and by which \$710,000,000 of South and Central American commerce now carried on with England, France and Germany shall be diverted to the United States, where it rightfully and geographically belongs; and to develop more intimate trade relations between the 55,000,000 producers and consumers of the United States and the 48,000,000 producers and consumers of Mexico, South America, Central America and the West India Islands; in other words, to stimulate an exchange of our surplus raw materials." There are twenty-two of these countries, and it is shown by recent reports to the Department of State that these countries annually import products to the amount of \$475,061,000, of which the United States supplies \$77,141,000, while Europe supplies \$397,920,000. These countries annually export \$479,912,000, of which the United States receives \$168,000,000, while Europe gets \$307,912,000. Manifestly there is a great wrong existing somewhere, and if the people will investigate the subject it will be found that the wrong rests almost entirely with Congress. These Central and South American countries do not dislike to deal with the people of the United States. They entertain no hostile feelings against us, the probabilities, on the contrary, are that they would prefer to trade with the United States, but the Government of the United States, or rather the legislative branch of the Government, places obstacles in the way of the trade, instead of seeking to encourage it, and this policy is shown in the hostility of Congress to the Mexican treaty.

The point we wish to make is, that the wage-men of the country have vital interests at stake in this "overproduction" question. It is a question which they ought to study, and upon which they ought to bring their votes to bear in the election of men to represent them in Congress and in State Legislatures. What manufactures want is cheap raw materials. With these as

low as the foreign manufacturer obtains them, the American manufacturer could favorably compete with foreigners in the markets of the world, and if the wage-men of the country can be induced to federate for the purpose of influencing legislation calculated to promote their interests, they may do much to hush the cry of "over-production" and thereby help themselves to obtain employment, notwithstanding the constant increase of labor-saving machinery and the stupendous wrong perpetrated by States, which, to increase their revenues, operate their crime-stained convicts to embarrass their law-abiding citizens.

FOREIGN MINISTERS AND CONSULS.

The Diplomatic Service of the United States employs thirty-three ministers. They are designated as Envoys Extraordinary and Ministers Plenipotentiary, Ministers Resident and Consuls General and Chargé d'Affairs. Divided according to salary, there are five classes, as follows: 1st class, three at \$17,500; 2d class, seven at \$12,000; 3d class, three at \$10,000; 4th class, eight at \$7,500; 5th class, twelve at \$5,000; total aggregate annual salary, \$286,500. There are also sixteen Secretaries of Legation and interpreters connected with the service at salaries ranging from \$1,800 to \$5,000, making a total of \$37,906 for annual salaries, giving a grand aggregate for the diplomatic service of \$324,400 a year. There is not a well informed man in the country who does not know that the money paid for diplomatic service abroad is virtually money thrown away, and in many instances, worse than thrown away. We are told by Mr. Wm. W. Astor, recent Minister to Italy, with headquarters at Rome, that the office is totally valueless to the United States. The Minister to Italy has nothing to do. He is simply a figure-head. The Minister and his Secretary cost the country \$13,800 a year, and no benefit whatever is derived from the expenditure.

The three first-class missions are France, Germany and Great Britain. We should like to know what Levi P. Morton, Aaron A. Sargent and James Russell Lowell have done for the United States during their residence abroad, and we should like to know what benefits their successors are expected to confer, now that they are fully installed into office.

The Government usually hunts for persons of large wealth for these first-class missions, and expects them to draw upon their private funds to maintain an aristocratic style of living, in flagrant conflict with Republican institutions, and which, in the estimation of sensible foreigners, brings their country into derision and contempt.

There may be exceptions, but the rule is that Americans who are sent to represent their country are broken down political hacks, or men who are selected for their money instead of their brains, and whenever any of these gentry have returned to their homes they are found to be impregnated with aristocratic ideas to an extent which renders them totally unfit for anything but to play dude or dunce, as occasion offers.

In numerous instances, these dismissed diplomats return home, bringing numerous tokens of aristocratic approval of their unfitness to represent American ideas. The moment they come within the influence of a foreign court they become the fawning, abject lick-spittles of the aristocratic class, those who assume a "divine right" to rule and where the people are subjects, serfs or slaves instead of citizens, with about as many, and about the same, rights as donkeys.

The consular service of the United States, on the contrary, is of such great importance that it would be difficult to over estimate it. There are in the service 260 consuls, and the following is an exhibit showing in what countries they are located, what are their salaries, and the amount of the fees collected in the year 1882:

COUNTRIES.	No. of Consuls.	Salaries.	Fees.
Argentine Republic	2	\$3,000 00	\$3,726 18
Austria-Hungary	2	8,000 00	26,836 40
Barbary States	4	6,000 00	22 90
Belgium	4	7,500 00	9,457 75
Brazil	6	11,500 00	15,203 75
Chili	2	4,000 00	1,962 16
China	12	35,000 00	7,089 16
Colombia, U. S. of	4	7,000 00	8,875 40
Denmark	2	4,000 00	1,153 22
Ecuador	1	1,500 00	
France and Dominions	18	31,700 00	110,209 40
Friendly and Navigator Islands	1	3,000 00	312 66
Germany	27	40,500 00	120,031 73
Great Britain and Dominions	88	156,000 00	350,105 10
Hawaii	2	5,200 00	6,495 47
Havti	1	1,000 00	1,142 88
Honduras	1	1,000 00	
Italy	12	18,900 00	27,596 55
Japan	6	14,000 00	11,038 68
Madagascar	1	2,000 00	116 30
Mexico	11	14,500 00	8,201 39
Muscat	1	1,000 00	
Netherlands and Dominions	5	5,500 00	10,386 30
Nicaragua	1	1,000 00	
Peru	1	3,500 00	566 77
Russia	2	5,000 00	882 50
Salvador	1		345 00
San Domingo	1	1,500 00	864 43
Siam	1	3,000 00	254 61
Sweden and Norway	2		2,851 22
Switzerland	6	13,000 00	20,312 75
Turkey and Dominions	8	16,700 00	901 05
Uruguay	1	2,000 00	458 24
Venezuela	3	5,000 00	4,373 78
Portugal and Dominions	6	8,000 00	1,886 05
Spain and Dominions	14	14,200 00	37,912 20
Total	260	\$454,700 00	\$791,142 01

It will be observed that while the salaries of the 260 consuls amounted to \$454,700.00, that the fees amounted to \$791,142.01, showing a profit to the Government of \$336,442.01. The salaries of consuls range from \$1,000 to \$6,000, and a large number are paid in fees, or what they can get. The consulates which pay \$6,000 a year are Rio de Janeiro, Paris, Liverpool, London and Havanna. Those which pay \$5,000 a year are Shanghai and Calcutta.

It will be observed that in all the dominions of Russia there are but two consuls, and that these cost the Government \$4,118 more than the fees received; while in the little Republic of Switzerland there are six consuls, costing the Government \$13,000, while the fees received exceeded \$20,000. The consular service is valuable to the country, while the diplomatic service is an expensive luxury, giving no val-

uable returns for the expenditures required to sustain it, and if it were totally abolished, no harm would result, but a positive gain in many ways.

EMPLOYES THE WARDS OF EMPLOYERS.

Before the Sumpter gun sounded the death knell of chattel slavery in the United States there were a great many owners of slaves who were anxious to provide well for the comfort of their human chattels. In such cases, the slaves were provided with comfortable shelter, wholesome food in abundance, and with clothing suitable to their degraded condition. In numerous instances the best medical talent was employed when the slaves were sick, and in matters of religion the poor creatures could go as they pleased, and it often pleased them to be exceedingly devout. The masters were in the habit of saying, "I must do what I can for these people, whom Divine Providence has committed to my care. It is a great responsibility, but I must bear it and be resigned."

Workingmen, who are inclined to listen to the sayings of a certain class of employers, and to certain writers of the day, will hear remarks not specially different to those which in slavery times were made by owners who felt the weight of their obligations to be merciful to their slaves. As we write, we have before us a clipping from a newspaper published in Indiana. The writer is hopeful that workingmen will be successful in the formation of societies for their protection from "improper treatment and inadequate compensation which they claim to be subjected to by capitalists." The writer concludes that the employer "should be taught that there is something due those who are employed besides the prompt payment of wages, and the latter should learn that his whole duty is not performed when the shriek of the whistle or the tolling of a bell informs him that he may at that instant drop his tools or promptly resume them by the same signal." As a matter of fact, aside from gentlemanly deportment,

the employer owes his employe his wages, and when the employe has performed his day's work, obligation ceases then and there. The obligation of neighborly kindness exists independent of employment and need not be discussed. The employe owns himself, is a man, a citizen, independent. He is not the ward of the employer. The employer is not his guardian, and that sort of stuff is out of place when discussing the relations of employer and employe. But the writer proceeds to say that "in the old country many a large employer provides his laborers with good comfortable homes at moderate rentals, with his food and clothing at a small advance above cost, with his medicines, books, papers and almost everything he needs at prices far below those of co-operative stores." In this, we have a fair sample of the old slave times literature. Employers, as the guardians of their laborers, provide them with homes, etc. In America laboring men are citizens and when properly recognized will provide themselves with homes, food and clothing, without the oversight of employers, and it should be understood, and will be eventually, that laboring men provide their employers with homes, clothing, food, and all their luxuries. But again, the writer says, "I am informed that an Iron Company in the State of Delaware largely carry out this mode of procedure. A large number of snug, comfortable dwellings for their operatives were erected by them at the incipency of their works, to which additions are made as circumstances require. These houses are rendered attractive by yards and gardens attached, which are enclosed by neat picket fences. They are sufficiently commodious and present an inviting appearance." The time is at hand when workingmen, whatever has been true in the past, and whatever is true in the present, will see to it themselves, that they and their families are properly sheltered, fed and clothed, not because their employers provide for their necessities, but because it is incumbent upon them to attend to

such things, quite independent of their employers.

The patronizing talk of a certain class of employers and writers upon labor topics, is degrading to workingmen. It robs them of their independence and sinks them to the humiliating level of dependence. It is virtually saying they require an overseer, props and supports, that they are incapable of taking care of themselves, and need a warden, a keeper, protector and defender; and it must be said, however mortifying may be the confession, that thousands of workingmen have consented to the degrading bondage.

That there should exist mutual respect between employe and employer, goes without saying, but there can be no such sentiment while the employer assumes to be the guardian of the employe, or while the employe consents to any personal oversight by his employer. Such a condition, on the one hand, is certain to beget arrogance, and on the other hand, servility as debasing as it is vile. What is wanted now is a leveling up policy, and everywhere the indications are that the good work is progressing. Workingmen are not only looking up, but they are standing up with their hats on. They do not cower in the presence of millionaires. They know

"A prince can make a belted knight,
A marquis, duke and a' that,
But an honest man's aboon'e his might,
Guid faith, he maunna fa' that."

Workingmen are growing in thought, education, intellectual power and influence. They are learning their rights, comprehending their duties, and are preparing to assert their claims to recognition in public affairs. Employers are to be relieved of their self-imposed guardianship, and workingmen, emancipated from even the appearance of bondage, will receive the long-delayed recognition which the majesty of their triumph will secure.

ALABAMA has 2,182 miles of railway track, of which 960 miles are laid with steel rails.

FROM 1862 to 1885, both inclusive, the ship builders on the river Clyde, England, turned out tonnage amounting to 5,059,894 tons, or over 6,000 vessels of an average of more than 800 tons each.

THE town of Red Gulch, Arizona, once had two papers, respectively the *Dam* and the *Fool*. A consolidation having been effected, Red Gulch now has one paper, the *Dam-Fool*.

THE use of mahogany is again coming into extensive use, the imports amounting to about 10,000,000 feet annually. It is a product of Mexico and the West India Islands.

A CITIZEN of Brooklyn, N. Y., has invented a stocking machine which turns out thirty-six yards of stockings in an hour. A feature of the machine is that if a thread breaks the machine stops. Another labor-saving invention.

It is stated that while in America and on the European Continent, brakes worked on the compressed air system are coming into general use, in England the railway companies incline to the vacuum principle. But whatever the system finally adopted may be, it is pretty clear that it will be automatic.

SCOTCH ship builders at Dumbarton are constructing five steel side-wheel steamers for an American company, to run on the Amazon river. Why can't such vessels be built in the United States? The question will be answered one of these days, when workmen impress their common-sense views upon Congress.

OVERHEAD bridges killed fourteen employes in Massachusetts in the year ending September 30, 1883. If the death rate was maintained for 1884-85 it would give a total of 42 deaths from overhead bridges in one State in three years, and yet it is easy enough to construct overhead bridges so that not one life would be sacrificed.

IN New York City, last July, was organized what is known as the Monarch Sleeping Car Company, which, since its organization, has been engaged in manufacturing a new style of car, which is a parlor day coach and a sleeping car. Some of these new cars have been placed on the road between Jacksonville, Fla., and New Orleans, others are in service on New England roads, and they are said to combine so many advantages that interested parties predict they will eventually supercede all other sleeping cars. The car, in the day time, is simply to all appearance a parlor chair car, while at night, as if by magic, it is transformed into a sleeping car. The patentee has been at work on the models for ten years, and thinks he has achieved perfection, and if what is said of the palatial structure is true, he has certainly made a great advance on the sleeping cars now in use. The car, it is claimed, when the distance between points requires less than twelve hours, could be made to do double service, one way as a parlor chair car, and the other way as a sleeper.

A WRITER in the Monthly Journal of the Brotherhood of Locomotive Engineers, over the signature of Rory O'More, advocates a large reduction in the number of delegates attending the Annual Convention of the Brotherhood. He says: "We have about three hundred divisions. Every division is supposed to send a delegate to the Convention, annually. If half the delegates should be accompanied by their wives—or other men's wives, if they have none of their own—their sisters, their cousins or their aunts, it would swell the number to four hundred and fifty annual dead-heads, all obligated to the various railroads for transportation; the B. of L. F., about the same number, the old, reliable Association of Conductors, nearly as many; the Order of Railroad Conductors, those pharisaical boys who abhor strikes, but feel the turn of the screw about as keenly at wages reducing-time as any other class of men in rail-

road employ, they have a few hundred more; the Brakemen's Association runs up into the hundreds also. It would be no great stretch of fancy to estimate the sum-total of convention-going people at two thousand, who are yearly dead-heading to the various places where they assemble in legislative conclave. The question presents itself of how long corporations will endure such business."

The necessity for reducing the number of delegates to annual conventions of railroad employes, is worthy of consideration, as also, the question of biennial conventions. It may be true, as Rory O'More says, that a small minority of the delegates do the business, and that the great majority are simply "wall flowers," but Rory O'More makes a point in his opposition to delegates from each division with their wives "or other men's wives," sisters, cousins and aunts, that corporations are likely to squeal at no distant day on account of transportation of so many dead-heads. Unless Rory O'More is an attorney of these "corporations," we fail to see any reason why he should squeal first. He does not seem to get the hang of the question which he discusses, in so far as dead-head transportation is concerned. It should be understood, that the railroad employes who have organized Brotherhoods are contributing immensely to the efficiency of railroad operations. A moment's reflection will satisfy Rory O'More that railroad corporations ought not to squeal on account of the "dead-head" transportation which they generously bestow upon these Brotherhoods. We speak especially for the Brotherhood of Locomotive Firemen. One great purpose our Brotherhood has in view, is to furnish railroad managements, sober, competent and trustworthy Firemen—men of character, faithful to every trust and reliable under all circumstances. Possibly Rory O'More can estimate in dollars and cents how much sixteen thousand Firemen of such qualities are worth to the railroads of the country? We confess our inability to solve the prob-

lem, and what is true of Firemen is equally true of Engineers, Conductors and Brakemen. Taking this view of the subject, we assume that railroad corporations, upon principles of economy, can well afford, once a year, to "dead-head" the delegates of these Brotherhoods, to their conventions. They not only do not lose by their liberality, but are largely the gainers. Railroad employes are appreciative of courtesies, they respond with alacrity to acts of friendship, and when railroad corporations permit these delegates to conventions, to take their wives, mothers and sisters, they play winning cards, and their generosity is never forgotten. To use a phrase, it *pans out* in thousands of ways to the benefit of the corporations—in watchfulness and in fidelity on the rail. We do not believe the time is near at hand when the great railroad systems of the continent will begrudge their faithful workmen a ride on their roads, once a year, and we submit most respectfully that Rory O'More is a little too previous in his suggestion.

It is gratifying to know that blacklisting is not only denounced by all fair-minded men, but that the courts, when appealed to, condemn the outrage. Not long since A. F. Richmond, a freight conductor on the Missouri Pacific, was discharged, the cause assigned being carelessness. This done, the conductor was blacklisted. He tried to obtain employment, but failed in every instance. He then sued the Missouri Pacific Railway Company and obtained damages to the amount of eight hundred dollars. Those engaged in the nefarious business of blacklisting discharged workingmen will find in the long run that it does not pay.

THE Ohio courts have decided that liens for work and materials furnished in building railroads are prior to liens of pre-existing mortgages. That is simple justice. Anything else would be little less than robbery, since without work and materials there would be nothing to mortgage.

MEXICO.

The history of Mexico, since its discovery by Francisco Hernandez de Cordova, in 1517, to the present, is in many regards, the most interesting of any country on the Western Hemisphere, and since the Brotherhood of Locomotive Firemen of North America, contemplate the conquest of this interesting portion of North America, we have concluded to devote as much space as may be required for the recital of such facts as will enable the reader to form an intelligent idea of the ancient empire of the Montezumas. The first discovery of America by Columbus, was in 1492, and it was twenty-five years later when Cordova secured the vast country known as Mexico for the Spanish crown. Two years subsequent to the discovery, in 1519, Hernando Cortez, the butcher, began the conquest of Mexico with a thousand soldiers and six small cannon, and his first battle resulted in a victory over fifty thousand natives, and the conquest was then and there virtually settled.

It may be well to remark, in this connection, that Mexico was settled by the Spaniards under Cortez, from 43 to 214 years, prior to the first settlements made by Europeans in any of the original thirteen American colonies. As dates may be of interest in forming estimates of the colonizing qualities of nations it may be well to give them as follows:

COLONIES.	Date of 1st settlement.	Subsequent to settlement of Mexico—Yrs.
South Carolina	1502	43
North Carolina	1585	96
Virginia	1607	88
New Jersey	1612	93
Massachusetts	1620	101
New York	1621	102
Delaware	1630	111
New Hampshire	1633	114
Connecticut	1633	114
Rhode Island	1636	117
Pennsylvania	1681	162
Georgia	1733	214

It will be observed that, taking the average date of settlement of the colonies, it was more than one hundred years subsequent to the subjugation of Mexico by Cortez, and now, it is not more strange than true, that Mexico is

more than a century behind the United States in all things bearing the stamp of intelligence and progress. For this national slothfulness there have been many and potent causes. For three hundred years from 1520-21 to 1820-21, Mexico was under Spanish rule, and the Governor General was clothed with regal authority. From 1820 to a very recent date, Mexico has been in a continuous state of rebellion and civil war. It was Iturbide, a native of Mexico, and the son of a Spanish colonist, who wrested the scepter of power from the grasp of Spain, and it was Juarez, a full-blooded Indian of the Taputecos race, who crushed the power of Maximilian and ordered him shot for his usurpation. The names of those who, from 1821 to 1880 were at the head of the Mexican government, it would be tedious to enumerate. Iturbide made himself emperor, and was shot. Then we have the names, as Presidents, Dictators, etc., of Vittoria, Guerrero, Santa Anna (who was five times at the head of the government), Bustamento, Paredes, Herrera, Arista, Alvarez, Comonfort, Zuloaga, Miramon, Maximilian, Diaz, Tejeda and Gonzales. The list is by no means complete, but it will serve to show that from 1821 to 1880—fifty-nine years—Mexico was never at peace with herself. Anarchy, revolution, and foreign wars followed each other. Some prominent citizens were executed, others were banished, and political and social chaos was the rule, while order and peace were the exceptions. It is not surprising, therefore, that Mexico made little headway in civilization, and remained, even at the high noon of the nineteenth century, after three hundred and fifty years of occupancy by the Spaniards and their descendants, comparatively a *terra incognita*,—little known, except that it was a land fabulously productive of the precious metals. It is stated that from the time of the conquest, by Cortez, 1521, to 1826, the gold and silver products of Mexico amounted to \$2,368,352,000 and that up to 1870, fully \$4,000,000,000 of gold and silver had

been produced by her mines. Humboldt's estimate was, that at the close of the eighteenth century, Mexico had produced one-fifth of the silver then current in the world. It is now stated that notwithstanding the vast amount of gold and silver taken from her mountains, her mineral treasures are not perceptibly diminished, and that they are practically inexhaustible.

Originally, or, as Mexico was in 1820, her area was nearly 1,600,000 square miles. The loss of Texas and the territory surrendered to the United States after the war of 1846, together with purchases made by the United States, have reduced that area to 753,982 square miles. There are twenty-seven States and one territory, or Federal District, included in the Mexican Republic. The population, according to the census of 1877, amounted to 9,389,461. The Creoles, the direct descendants of Spaniards, constituting the upper and ruling class, number about 1,000,000. The next class in point of importance, known as the progeny of Hispano, Indian parents, call themselves white and are largely in the military and civil service of the government. The remainder include Indians, reduced to a condition of ignorance and servitude, and who still speak the Aztec or old Mexican tongue, Mestizos, Rambos, Mulattoes, Terzerons, Quadroons, etc., a motley mass, who are not likely in the future to develop any high degree of intelligence, or any other quality calculated to adorn citizenship. The Indians are the agricultural workers and are scarcely one remove from serfs. This population is distributed over the Republic in the various States as follows:

STATES.	POP.	STATES.	POP.
Campeche . . .	86,463	Pueblo	997,788
Chiapas . . .	193,987	Queretaro . . .	166,643
Chihuahua . .	178,971	San Luis Potosi .	397,735
Cohahuilla . .	67,691	Sinaloa	181,157
Colima	48,640	Sonora	147,133
Durango . . .	173,942	Tabasco	83,703
Guanajuato . .	874,000	Tamánlipas . . .	107,547
Guerrero . . .	270,000	Tlascala	177,944
Hidalgo . . .	404,207	Vera Cruz	380,071
Ialisco	924,580	Yucatan	282,636
Mexico	508,810	Zacatecas	399,977
Michoacan . .	618,022	Federal District .	286,500
Morelos . . .	121,400	Beja (L. California)	21,000
Nuevo Leon . .	171,000	Agnes Calientes .	86,178
Oaxaca	601,850		

We have intimated that the mineral wealth of Mexico is incalculable, and the same may be said of the forests and of the arable lands of the country. Mexico is fabulously fruitful of every thing known in the tropical and temperate latitudes, from coffee to corn. Its bananas and pine-apples are the finest known to the markets of the world, and wheat, corn, rye and barley yield from sixty to five hundred fold. During the last decade, Mexico has exhibited a degree of enterprise indicative of an entire change of policy. Prejudices, the result of ignorance and exclusiveness, are disappearing, statesmanship, broad gauged and prescient has taken the place of Chinese exclusiveness. Religious toleration has been proclaimed and schools have multiplied, and to cap the climax, the government has decreed to open the Republic to the construction of railroads, in every direction, more than forty of these artificial highways of travel and transportation having been mapped out on paper, and more than 2,000 miles of roads having been built and equipped. It is this new departure which arrests the attention of the Brotherhood of Locomotive Firemen, and which prompts them to enter the Republic and establish lodges within its boundaries.

The government of Mexico is now held for about 15,000 miles of railroad and the subsidies amount to \$90,000,000. As we have remarked, more than 2,000 miles of railroads are now in operation in Mexico; these are the Mexican Central, extending from El Paso to the City of Mexico, a distance of about 1,300 miles. This road passes through the central portion of the State of Chihuahua, and touches the States of Durango, Zacatecas, Coahuila, Jalasco, Guarujuato, Queretaro, Hidalgo and Mexico, where it connects with the Vera Cruz and Mexico road, 263 miles long, forming a direct line from El Paso to the Gulf, a distance of 1,563 miles. The States through which these lines pass, have a population of 5,078,680, or more than one half of the entire population of the Republic,

the states through which the Mexican Central passes having a population of 3,700,281. The Sonora road from Benson, in Arizona, to Guaymas, on the Gulf of California, in the State of Sonora, is 300 miles long; the State of Sonora, has a population of 147,133. The Mexican National, starting from Laredo, in the State of Tamaulipas, reaches the City of Mexico by a route 500 miles shorter than that chosen by the Mexican Central, it being 800 miles from Laredo to the capital of the Republic. Of this road about 500 miles are now completed from Laredo to Saltillo, in the State of Coahuila. There is a railroad from Vera Cruz to Jalapa, a short road out from Matamoros to Carmargo, a branch of the Mexican National, which with other unimportant roads for short distances, completes for the present the railroad system of Mexico, the aggregate length being about 2,400 miles. These roads now in operation require, according to the usual estimate 480 locomotives, and there is therefore a demand for 480 Locomotive Firemen, and when the entire 15,000 miles of road are completed, there will be a demand for 3,000 Locomotive Firemen to keep the locomotives flying on their iron tracks. It should be understood, that all of the subsidized lines are American enterprises, and therefore will be built as rapidly as practicable and as necessities may require.

The American lines are as follows:

NAMES.	MILES.
Central, (Boston Co.)	2,000
National, (Palmer & Sullivan)	2,000
Sonora, (Boston Co.)	500
Southern, (Gen'l Grant, President)	1,000
Oriental, (DeGoes & Jay Gould)	1,200
Topolobambo, (Senator Windom, President)	1,200
International, (Frisbie & Huntington)	1,400
Pacific, (Frisbie)	3,000
Total	12,300

The remaining 2,700 miles, making the 15,000 miles of subsidized roads, includes a number of roads in various portions of the Republic specially designed to facilitate commercial enterprises. Those who are best informed in regard to Mexican affairs, refer to that country as the most desirable of any in the world for railroad invest-

ments, and since Americans have secured priority of right, it is safe to infer obstacles to construction will be overcome as soon as practicable. The decree has gone forth, Mexico is to be Americanized—not by hostile armies, but by the triumph of ideas, by the conquests of intelligence, invention, and a higher and a better civilization, and in the stately steppings of progress, the railroad is to be the chief factor. The iron track is to wind around its mountains, and thread its fertile valleys. The neigh of the iron horse as it reverberates in the forest and mountain fastness and over the wide spreading table lands will arouse the degraded Indian from his stupor and transform him into a being with higher conceptions of life and nobler ambitions, and bring him into line with the grand army of progress, the van of which is already tramping and camping near where his hut fires blaze. The Brotherhood of Locomotive Firemen of North America, propose to take a hand in this work of redeeming Mexico from the thralldom of its ancient habits of thought and life. As we write arrangements are being perfected to establish lodges in Mexico and when the Thirteenth Annual Convention of the Order meets in Minneapolis, and the Grand Master calls the delegates to order, Solidad Lodge No. 305 located at Jimulco, will be represented and the jurisdiction of the Brotherhood will be recognized in Canada with an area of 4,352,080 square miles, in the United States of America, with an area of 3,602,990 square miles, in the Republic of Mexico with an area of 741,588 square miles, a grand aggregate of 8,696,668 square miles. To accomplish this work in twelve years has required organizing ability of a high order. It has required a large share of common sense, without which there can be no substantial progress. It has required a combination of qualities of head and heart, which it were no idle boast to say, places the Brotherhood fully abreast of the best thought of the times—assuming, as we are warranted in doing, that the past is indicative of

future advancement, made still more rapid by experience and larger resources of mind and money, we confess to abounding satisfaction as we contemplate other triumphs still in store for the Brotherhood. But all is dependent upon harmony of purpose and action—a long pull, a strong pull, and a pull altogether.

EXIT RELIEF FUND.

It is with feelings of special satisfaction that we announce the death of the much discussed "Relief Department of the Pennsylvania Railroad Company." It died a natural death. The employees who were sought to be benefited did not want the proposed relief—they preferred to provide their own relief in their own way, and accordingly entered a formidable protest against the scheme contemplated by the company under which they were to be "relieved" systematically, and in compliance with their wishes the project was abandoned, at least so far as its compulsory features were concerned, and the employees are now at perfect liberty to embrace its privileges or not, just as they feel disposed.

In our opening columns we present to our readers an exhaustive review of the subject, which was written and in press before the question was fully determined. We have not changed our opinion of the scheme in the slightest and our only purpose at this writing is to record our profound satisfaction at the final outcome, and to congratulate heartily the employees, especially those who were marshaled under the leadership of the various Brotherhoods, for their commendable conduct and manly methods in determining this momentous question.

The Brotherhoods of Locomotive Engineers and Firemen are deserving of special credit for the part they took in the matter. Their actions were cautious and prudent and exercised an influence that more or less directly determined the result. The local committees of the respective Brotherhoods co-operated with each other from the beginning, and the entire proceedings

were characterized with a feeling of fraternal kinship born of a common interest in a common cause.

It is also a matter worthy of notice that the Chief Executives of the two organizations joined hands and pledged each other mutual support. Our report says that "Grand Chief Arthur not only expressed his willingness to recognize the Brotherhood of Locomotive Firemen, but also an earnest desire to co-operate with them as an organization. He declared himself the friend of the Brotherhood of Locomotive Firemen, he approved its mission and its purposes and was ready at all times to co-operate with their Grand Master when there were grievances to adjust which affected the mutual interests of engineers and firemen." Grand Master Sargent expressed himself in the same manner toward the Brotherhood of Locomotive Engineers, and thus from the beginning there was a unity of purpose and action which presaged certain victory.

A series of interviews followed between the officials and the committees until finally a conclusion was reached which was satisfactory to all concerned, and that conclusion was the abolishment, to all practical purposes, of the relief measure.

It is a source of inexpressible satisfaction to us as we contemplate the two Brotherhoods acting together in harmony when the rights of either are in jeopardy and uniting their forces to repel a wrong that is sought to be perpetrated upon them. This is as it should be. It is in full accord with the unanimous desire of our Order as voiced in a series of resolutions passed at our last Convention and presented for ratification at the late Convention of the Brotherhood of Locomotive Engineers. United upon all vital issues, these two Brotherhoods stand as a perpetual guarantee of the protection of the interests of the locomotive engineers and firemen of North America.

We hold up the actions of the engineers and firemen at Philadelphia as worthy of emulation. Grand Chief

Arthur and Grand Master Sargent acted well their part, the committees did all that prudence and foresight could suggest and the men were as loyal to their convictions of right as the needle is to the pole. With such men in charge of a grievance the interests of all are sacredly considered and the right staunchly maintained. It is but just to say that General Manager Pugh acted the part of a gentleman in all his relations with the committee. As a matter of course he was the representative of the company and as such he was expected to carry out their desires, but this did not prevent him from treating the committee with exceptional courtesy and kindness. The result is in all regards gratifying and meets with our unqualified approval. The experiment of a corporation arrogating to itself the guardianship of its employes has proven a flat failure, and we hope that others who contemplate a similar undertaking may profit by the fate of the "Relief Department of the Pennsylvania Railroad Company."

SHAKSPERE said, "There is a divinity that shapes our ends, rough hew them how we will." Are we to understand by this that fate, inexorable and relentless, fixes irrevocably the destinies of men? That is to say, are we to accept the logic (?) that if a man commits murder, or theft, or any other crime, a "divinity shaped his ends," and that he has simply obeyed the decree of "divinity," whatever that may be? If we accept such conclusions, the whole superstructure of responsibility falls. We throw the entire responsibility upon "divinity," "Providence," "fate," or anything else that may be convenient.

It is not our purpose to enter upon any lengthy discussion of topics suggested by the quotation from the Bard of Avon, or any other writer, but it is prudent to remark that society, as it exists now, and as it has existed during all the centuries of authentic history, has held persons responsible for shaping their ends, and has permitted

divinities to escape without so much as a reprimand.

Our readers have doubtless observed that in a great majority of cases, fraternities, in passing resolutions when a brother has died or been killed (and just here we observe, parenthetically, that there is a difference between dying and being killed), they put upon record something after this style: "Whereas, it has pleased Divine Providence," or "the Great Disposer of Events," or "the Supreme Being," or—well, anything in that line—"to remove our beloved brother," etc.

In framing such a preamble, no thought is given to the circumstances, the immediate causes, which led to the brother's taking off. If we take into the calculation railroad calamities by which men are killed, would it be proper to resolve, "that it has pleased Divine Providence to remove our brother?" The real cause of the calamity, we will say, was an old rotten bridge, or a misplaced switch, or negligence on the part of the train dispatcher, or a hundred or more causes readily suggested to railroad men, which no one thinks of charging to "Divine Providence," except in such resolutions as we have outlined. We hold that it did not *please* Divine Providence to *remove* the brother. We prefer to believe, if Divine Providence takes cognizance of such things, that Divine Providence was very much displeased. The term "pleased" conveys the idea of approval, satisfaction, delight. Such conclusions are repugnant, at war with common sense. No one goes into court to seek redress when relatives are killed by railroad disasters, with the admission that it *pleased* Divine Providence to remove the dead person in that way. On the contrary, they assert that the railroad is responsible, and ask for damages—and they usually obtain judgment.

There may be cases where it might be said, with at last seeming propriety, that it "pleased Divine Providence to remove" the person who had lost his life, but such cases are rare. It occurs to us it would be more proper to re-

solve, "Whereas, our brother has departed this life, or was killed, or met his death," etc., than by implication place any responsibility on Divine Providence. A very great mistake is liable to be made. We can never know that such things please Divine Providence, and since we don't know, and cannot know, it were better to relieve Divine Providence of all responsibility.

It is not a difficult matter to know when to attribute death to Divine Providence, as the people generally understand the term. Earthquakes, tornadoes, lightning, etc., since man can neither create, govern nor oppose their forces, it may be well enough to attribute such calamities as they occasion to Divine Providence; but when death is the result of circumstances which

men create or could have prevented, it is not prudent to intimate that such deaths please Divine Providence. There is nothing connected with such horrors as we too often witness on railroads to please men or angels, and it is our candid belief that if Heaven could have its way in such things, there would never be another railroad accident.

It is claimed that the Mississippi Valley (Louisville, New Orleans & Texas) Railroad recently took a train of 150 loaded freight cars and two caboose cars into New Orleans, all hauled by one locomotive. The length of the train was 5,370 feet, or ninety feet over one mile of loaded cars. The total weight of the train was 2,721 tons. The train is said to have been the longest on record.

SEVEN TIMES ONE.

There's no dew left on the daisies and clover,
There's no rain left in heaven;
I've said my "seven times" over and over,
Seven times one are seven.

I am old, so old I can write a letter;
My birthday lessons are done;
The lambs play always, they know no better;
They are only one times one.

O moon! in the night I have seen you sailing
And shining so round and low;
You were bright! ah bright! but your light is failing—
You are nothing now but a bow.

You moon, have you done something wrong in heaven,
That God has hidden your face?
I hope, if you have, you will soon be forgiven,
And shine again in your place.

O velvet bee, you're a dusty fellow,
You've powdered your legs with gold!
O brave marsh marybuds, rich and yellow,
Give me your money to hold!

O columbine, open your folded wrapper,
Where two twin turtle-doves dwell!
O cuckoo pint, toll me the purple clapper
That hangs in your clear green bell!

And show me your nest with the young ones in it,
I will not steal them away;
I am old! you may trust me, linnet, linnet—
I am seven times one to-day.

—Jean Ingelow.

FRONTIER REMINISCENCES.

III.

As wild as an eagle's scream
 Came the wind, went the snow,
 And as bright as a bright sunbeam,
 Came the memory of long ago;
 For memory's happiest smile is clear,
 When Death looks into our eyes, so near.

It was dark when we turned our horses' heads for Casper. O, the cutting wind, the piercing cold, the unrelenting beating of the snow in our faces! The fever of the exciting chase had subsided and left us to realize the distance that we had traveled, now to be retraced in the teeth of such a blizzard. What, after all, if this was a ruse to weaken the garrison, and so destroy the remainder by an overwhelming force, and then wait in ambush for our return? Such attempts had been made before; indeed, on leaving the Fort a number of the command were ordered to remain to meet such an attack. These reflections had no especially exhilarating influence.

At first the horses positively refused to face the storm, but after we had dismounted and led them some distance they seemed convinced that it was possible to meet and ride against it. The tyranny of the weather had frequently sealed our eye-lids. A few of the men, one in particular, experienced that drowsiness brought on by extreme cold. It was the first time that I had seen the effect of this strange influence, and it rather amused me to see a man nodding on his horse's back perfectly indifferent to the wild sweeping of the wind and snow. You can imagine my astonishment when, on calling attention to him, two or three dashed to the side of his horse, dragged him violently from the saddle, and forced him to run for a long distance before they were satisfied of his wakefulness. This drowsy feeling is brought on by the weakening of the heart, with its wonderful mechanism and perfect valve-motion, to perform its functions, and being the controlling power, the circulation of the blood becomes slower and flows sluggishly through the arteries, with an increasing tendency to stop, and it certainly will if the person is not aroused by some vigorous exercise. The piteous manner in which that man had begged to be permitted to sleep was very touching. He was unconsciously pleading for death; his prayer was denied, he was

compelled to live. I am sure it must be the easiest, if not the most agreeable, way, if such an expression may be used, to meet the "grim destroyer." You feel tired and sleepy, you lay down to rest and wake in eternity. It was after midnight when we reached Fort Casper. The wind had, in its departure, left its scorching kiss upon our faces, and swept on to meet the dawn. The cold had driven the mercury down among the forties. The night was as clear and still as the stars, except their blinking, that gave us our reckoning and clearly defined for us the outlines of the Casper Range, our well-known landmark, that like a heavy bank of cloud stood away to the Northwest. All our associations and memories of the Casper Range were filled with the kindest recollections of a benevolence that sharpened our sense of gratitude—perhaps if the object of our affection had demanded or expected a proof of that gratitude we would not find it so sensitive. Whenever we desired to give expression to our appreciation of a kind and generous nature, one who did a good act without expectation of recompense, who never hesitated to give assistance when in his power, instead of calling him a "brick" or "trump" we would say: "Ah, he is a Casper." He that was a 'Casper' was a true and valued friend. Like the blind girl in the "Last Days of Pompeii," who by the light of her own darkness, when the ashes of Vesuvius had blinded her lover, she led him to safety, so did the Casper Range that night beckon us to its feet, where blazed the camp-fires of our companions.

If that night and the wind had not parted, and we feared at one time that they would not, our night-guard would never again measure the relief hours by the dipping of the North-Plough on the Range. We could see nothing, neither stars nor mountains, but continued traveling against the sweeping torrent. We came from out of it, we must return into it. It was the only trail we knew that led to camp. In the meantime the wind had gradually moved around about two points to the North. We had not noticed the change at the time, but still pushed into its face. Running and walking on foot under the most harassing and fatiguing difficulties, was the choice of freezing.

Three of the horses had been shot, they could not keep up. I remember a little incident that happened that night that left a deep and lasting impression on the few who witnessed it, and brought out a brave, noble and generous character that ever after received the greatest respect and the warmest admiration from his fellows:

At one time after running and walking, leading the horses, we turned to rest and "catch our breath," preparatory to mounting, leaning our backs against the storm. Four or five of us happened to be standing close together; each instinctively looked into the other's face seeking that hope that had deserted his own heart, but we only saw despair in every eye. Every man in that little group felt that the end was approaching. One was a young man who had no overcoat (he left it in his hurry from the camp); both his ears were frozen black, he wore the ordinary little shallow "regulation cap," that was scarcely an excuse for a head covering. He had manfully stood out up to this time, but now he seemed to have thought that the struggle was useless, indeed few of us, if any, thought otherwise. He suddenly turned to the man who stood behind and beside him, flung his arms about his neck and exclaimed: "Ah, Tom, we can fight Indians and battle with each other, but we cannot live in this, let us be friends before we die." These two men had been deadly enemies, and more than once had exchanged shots. They had at one time viciously attacked each other with pistols, in the quarters, and though promptly arrested the oldest, Tom, had a ball buried in his shoulder. Their last fight came very nearly ending both their lives. It was the result of a quarrel while out with a small scouting party. In this instance the young man was the first who drew his weapon, his sabre; this gave a decided advantage to his enemy, who could easily have shot him down and reasonably claimed self-defense in doing so; but in reaching for his pistol he seemed to have recognized the advantage and as quickly spurned it, for he instantly changed his movement and flashed his sabre bare with a terrible lunge, piercing the young man's bridle arm; in doing so he suffered a horrid gash along the side of his face.

They had not ended here, they scarcely hesitated. When their two companions, there were only four in all, succeeded in separating them, they found that both were suffering very much from loss of blood and some dangerous wounds. They were impulsive, and possessed a quick fiery temper that needed a stronger curb than the efforts that they had used to control them. This, though not the origin of their quarrels, had a great deal to do with their repetition. Since that time not a word had passed between them till the night of the storm, when young Mac had flung his arms on Tom's shoulders in the manner I have described. Tom looked at him, he saw his black frozen ears, his hair matted with the snow that the free wild wind—like the tempest of his own soul—had driven there. Perhaps it was hesitation, but it appeared to me to be the exultation given by the anticipation of the opportunity, for in another moment Tom quickly pulled off his overcoat and insisted on young Mac wearing it; he then tore the saddle-blanket from his horse's back, wrapped it about his own head and shoulders, took the bridle of the young man's horse and his own, threw them over his arm and called out: "Come, Mac, this at most is only wind and snow and cold, surely we are not afraid of them." Together they passed into the drifts, and together they died afterwards, at the Phil Kearney massacre, behind the corpses of their horses that they had used for a breastwork. The little drama of that night, enacted in the snow, left a beautiful memory and noble inspiration in the hearts of those who had witnessed it. The acts of human nature ennoble or degrade it. We can safely hold our associations or our library, or both, responsible for the formation of our character. It is said that Charlotte Corday was inspired by the reading of "Plutarch's Lives" to sacrifice herself that the liberty of her country might be secured.

After Mac and Tom had moved into the darkness we all followed in silence, our heads bent low to protect our faces, and so the struggle continued. This was a last effort, some had expressed it, we all knew it. Another stop, or rather another start, was impossible; we were scattering; like the storm we were drifting apart. Another halt

meant a long halt; the wolves would bury us in early spring when the snow thawed. All our strength, our courage and our hopes went out into this last effort. In less than an hour the wind suddenly began to swing from one side to another, then it came in gusts and fitful blasts; like a frightened antelope, after a run from danger, would jump from side to side with its head high in the air, not knowing which way to turn, and end by wheeling abruptly around, standing and looking at the object that caused the alarm, or in the direction where it was seen. One of the party, Mitchel, an old tar, recognized at once the breaking of the storm, and gleefully yelled: "Keep her head in the wind, mates, we'll weather it yet." Hope, like despair, is contagious. The quieting down of the tired wind, that like a flood tide commenced to ebb, permitted the snow to rest, and showed above us the majesty of the night. It was not long after Mitchel's joyous song, when the Casper Range showed itself on our left; the wind changing in the early part of the night was leading us astray. Now we saw the familiar face of our old friend and changed our course. Mitchel, on seeing the Casper tips, loudly called with his hands to his mouth: "Land 'o!" He did not wait for the question, "Where away?" but answered, "two points off the weather beam." He did not often get an opportunity to exercise his nautical vocabulary, but it seemed to give him a keen sense of pleasure whenever it did; however, that night it was a joy to every one. The most welcome voice of the night was that of the sentinel at the outpost of the garrison—we could distinctly hear the click, click of the trigger of his rifle when he challenged, "Halt! who comes there?"

Tim Fagan.

[TO BE CONTINUED.]

At the recent convention of switchmen in Chicago an official pin designed by Mr. J. S. Townsend was adopted by the association. Mr. Townsend is known in Chicago as the railroad man's jeweler. All his goods are first class and his prices are reasonable. His advertisement appears elsewhere and railroad men will do well to consult him before purchasing elsewhere.

A DEAD ISSUE.

When a child sees the flames of a burning building shoot skyward, it claps its hands with glee, little dreaming of the destructiveness of the element that causes its delight. So it was, when the Pennsylvania Railroad Company launched its Relief Fund on the flood of public opinion.

The uninterested public applauded the generosity of the company, the justice-loving press praised the philanthropic spirit that had prompted the company to provide for its employees.

Although almost every one not connected with the road had a good word to say for the scheme, yet there were people who were not convinced of the purity of the motives of the projectors of the scheme; and strange to say, these people were the ones who were to be benefited by the scheme. They were unreasonable enough to object to being placed under the guardianship of a corporation; they showed a decided disinclination to being made a part and parcel of the company's goods and chattels, to being classed as so much dividend-paying stock, said stock to have paid, according to the company's figures about 4 per cent. on amount invested.

At first the mutterings were vague and indistinct, but ere long they assumed shape and force. The mutual organizations saw that if the company succeeded, the movement would break up their organizations; they realized the fact that the compulsory clauses would take all the men who should have been members of the protective Orders, of the classes they belonged to, into the relief. A call was sent out for a conference by the members of the two Brotherhoods; invitations were sent to all Lodges on the line of the P. R. R. affected by the relief plan, to meet and consult, at Philadelphia, February 15. Twelve Lodges responded and sent committees—the B. of L. E. were represented by an equal number.

This was the first organized resistance to the scheme. After considering the question separately, the two Brotherhoods went into joint conference and business began; an interview with the General Manager was asked and granted.

When the objections were made known

to the above mentioned gentleman, he seemed very much surprised, and assured the committee that the company felt that they were under a moral obligation to the men, and they were anxious to discharge said obligation.

The spectacle was certainly a strange and original one, a corporation laboring under a moral obligation.

When do corporations discharge moral obligations? Experience has led to the belief that it is only when they cannot corrupt a judge, bribe a jury, or intimidate a witness, then and then only do they discharge these moral obligations. In some cases it may be different, but these are the exception, not the rule.

The General Manager of the company protested that he was powerless to revoke the action of the Board of Directors—as a result of this interview the company issued a circular, asking the employes to meet and consult with them as to the best means of getting rid of the millstone the company had hung about its neck. Just fancy a corporation that could sway a state legislature bending its imperious crest and asking its employes to join with them and counsel them.

The next interview of the Brotherhoods left the situation practically unchanged, Mr. Pugh still protesting his inability to alter the situation, and the committee telling him that their terms must be granted.

Power comes very quickly sometimes, for lo! while the committee slept that night, the General Manager procured the power, and the next day he wrote to the committee saying that the obligatory features should be abolished. He assured the committee that it was the desire of the company to meet the wishes of the employes, and should they so will, the relief would be dropped.

The Brotherhood committees considered their work completed, and adjourned *sine die* on February 23. Shortly after the last interview, the company issued a circular to the employes giving those who had joined the permission to depart in peace, and offering to pay the assessments for February and March.

On March 2 what should have been a love feast was held at Philadelphia, but there was not much love. The professed ignor-

ance of the company was enlightened and they found that the employes were not wildly in love with the scheme. There were 307 delegates present, and they were a unit on one thing, and that was "No Relief."

By the time this reaches the press the fate of the relief fund will be decided, and if the wishes of the men are respected there will be no relief fund.

It is a very hard matter for any one to say what the true motives were in starting the relief fund, but it looks as though it was for the purpose of crushing out the Brotherhoods and obtaining complete power over the men.

In ten years the injury to the Brotherhood of Firemen would have been very great—every new fireman would have been forced to join the relief, paying out \$1.50 per month from the date of his employment. It is hardly probable that the poorly paid firemen would seek further insurance when they became qualified to enter the Brotherhood. The firemen on almost all roads are completely changed once every ten years. In that time the relief fund would have embraced every man firing a locomotive on the P. R. R., and not 5 per cent. of those men would have joined the Brotherhood. What would have become of the firemen of to-day?

The man now firing could not mount the right side, unless he bent his neck to the yoke and joined the relief; unless he did so he would have fired all his days, for the relief fund explicitly stated that *men in the relief should have preference over non-members.*

Another feature very creditable to the authors of the scheme was the one governing a reduction of force: persons in the relief should have preference over non-members. This clause was put in to catch those who were seemingly exempt. When a man was found who would not listen to the prayers of the powers and come in, he could be informed that a reduction of force was necessary, and he, being a non-relief man, must go; this whip, though seemingly harmless, was a powerful weapon to place in the hands of an unscrupulous man, such as J. K. Russell, of the Pittsburgh Division, P. R. R.

I have read and re-read the book of rules governing the relief, and the more I read it

the less I like the plan—it was a direct blow at the Brotherhoods, and as such it failed, for the Brotherhoods took time by the forelock and forced the issue and beat the company. It is strange that this flood of generosity should have struck the company just at this time. Some years ago the plan would have had a plausible look, but now when all the men have their insurances in the various departments, the plea that they wished to provide for the men is, to say the least, ridiculous.

The scheme cost a goodly sum of money. Men were sent to the monarchies of the old world to note the workings of systems in force there. The envoys learned something no doubt, for the book smacks of monarchial right, and exclusive ownership of person and property. It might work in Austria, but it will not work in free America. We are not ready for that yet. As a plea for the good will of the employes, the company point to the workings of the B. & O. Relief Fund. But are the workings of the relief on that road satisfactory? No, I hardly think so, and all evidence is at fault that tends to prove a different result. Some day the men will petition to have the yoke removed. Maryland sympathized with slavery, and Maryland is the home of the B. & O. Railroad. But Pennsylvania was always a free state, and here people are freedom loving; they can not, and will not, embrace the relief and they are prepared to fight the matter to the end, let the consequences be what they will.

Fearing that I shall encroach on your space I will close by saying, God bless and strengthen the Brotherhood. Down with the relief plans and let there be freedom of action and thought in free America for every man.

Merton.

GIVING AND RECEIVING.

The duty of giving is continually urged, but the world seldom hears anything about the duty of receiving. Perhaps this is not strange, considering the tendency of human nature to be selfish. Yet both are needful, in harmonious proportions, to constitute a well balanced character and to give value and stability to life. It is indeed necessary to receive before anything can be given.

The infant is wholly recipient. As he grows in power and intelligence, his ability to give slowly develops and should be nourished and cultivated.

A mistake often made by parents is in imagining that they should be always givers and the children receivers. Thus the balance is destroyed in each, and both are injured. The children, especially, in acquiring habits of selfishness. They ought rather to be accustomed to receiving gratefully and to giving generously and to do both with gladness, then learning that they are both pleasures which should never be entirely separated.

The most palpable way in which we give and take is in the material benefits; some persons accept as much of them and bestow as little as possible; others, never willing to give, neither enjoy nor know how to receive. Seldom do we find them united in harmonious proportion, yet if generosity is a duty, we must both practice it ourselves and encourage it in others.

There is a meanness, which will grovel low in the dust for gain; and there is also pride that will not bend gracefully to receive a favor. There are people who dread to be under an obligation, and can not rest until they think they have repaid it. Yet is it not one kind of selfishness that withholds from a friend a pleasure of giving? True generosity is freer and broader than this; it accepts with gratitude what is offered in kindness, while it stands ever ready to bestow what is possible upon those who may need it.

It is a great mistake to think that kindness only consists in giving. Quite as often and as pleasantly is it shown by receiving in a good and grateful manner the kindness offered by others. Benefits, however, are not all material. Thought and sympathy are often more appreciated than anything money can procure. They, too, need continual circulation to keep them wholesome and strong. Some persons, instead of thinking for themselves, are always borrowing and appropriating the thoughts of others. They imagine they hold certain beliefs—and will call them communications, when they are only the thoughts of others which they have adopted, not one of which have

they proved to their own reason, or assembled in their own life. They are mere vessels that hold possibly what is proved to them, and stand ready to pour it out again, weakened by the process.

The best thinker is he who gladly welcomes every aid; who weighs every opinion; respects every honest action, and thankfully adopts such ideas as approve themselves to his judgement; yet at the same time so works over all he receives in the crucible of his own mind that the gold is purified and the dross is expelled, and while he gives it to others by lip or pen, it is not less, but more, his own than if he had not enriched his mind from so many sources.

Harry Keler.

TELEGRAPH STUDENTS.

I notice an editorial in your Magazine, March issue, on the great strike of engineers of New York City, and the many dangers through which they and the firemen are obliged to pass. There are many dangers that are unforeseen and unavoidable. I would like to speak of a danger that is avoidable and should be stopped.

I refer to the telegraph operator's student, one or more of whom lurk in almost every office on the many railways. The operator receives from these students amounts ranging from ten dollars to twenty-five dollars. He pledges himself to afford them every possible advantage in his power to enable them to learn telegraphy. These students are allowed to receive train orders long before their knowledge of the art is half learned. The operator leaves them in charge of the office while he enjoys a stroll about town. I have seen these students receive an order and succeed in getting about half the letters in a word, enough to enable them to correctly repeat it to the dispatcher; then they fix up another manifold and recopy the order. Half of the orders sent are meeting points. Suppose that the student, in recopying it, should happen to "bull" the meeting points? How many lives would perhaps be sacrificed? Think of it! Many and many a collision has resulted from this. Many and many noble railroaders have been brought home with their lips sealed by death, the work of the telegraph student. Many

happy fathers have left their cheerful homes to make another trip, but alas! the trip that has but one terminal station, that of death. They kiss their wife and children before they start on this trip, never thinking that it is the last time their lips shall meet on this earth. All this breaking of hearts and homes that the lazy operator may make a few extra dollars and have a good time while the student takes care of the office. I don't say that all operators have students.

There are many that you could easily insult by simply proposing such a scheme. I have the highest respect for this class of operators; for the others nothing but contempt. A man that will risk the lives of his fellow beings for a paltry sum is not fit to live. What cares he, the operator? "It's all right so long as I've plenty of money and can go out when I feel like it. They ought to have more sense than to get into one another." That's about how much that class of operators care. The road men have the power and right to demand that no students be allowed in telegraph offices to interfere with the business, especially the orders, upon the correctness of which their lives depend. Any Railroad Company that permits students or others to lay around and bother the operators, are dangerous both to the Knights of the Road and the traveling public.

I trust that you will find space for this letter in your valuable Magazine, knowing that the large circulation it enjoys will bring this before the eyes of the boys all over the country. I hope, at no distant day, to see this infernal business of teaching telegraphy in railroad offices stopped.

Railroader.

THE many admirers of Patrick Fennell, Esq., better known as "Shandy Maguire" will be pleased to learn that he has concluded to publish his poems complete in one volume. The readers of the Locomotive Engineers Journal have been entertained by Shandy's wit and wisdom for many years and they will hail the prospective volume of poetical lore with satisfaction and delight. The book will consist of about 400 pages and will contain all the charming productions of the gifted author. As one of Shandy's most ardent admirers, we await the coming volume with eager anticipation.



MESSRS. EDITORS: I am more than ever pleased with the Magazine, as it is evidently the object of our Editors to make it worthy of the Order it represents and to have its pages filled with matter both interesting and instructive to men in our vocation. The addition of a Mechanical Department in the March number is certainly a step in the right direction, for many of our railroad men have adopted their present calling from stress of circumstances, without, in many instances, a rudimentary knowledge of the principles of mechanics, or even a good common school education. They are thus but poorly equipped, mentally, to master the mysteries which surround the workings of a locomotive, when considered in its various details of valve motion, eccentric throw, piston and cross-head movement, injector action and other details, which are constant sources of annoyance and trouble, unless properly understood and cared for. While a man who is not sure whether 6 times 7 is 42, or one who thinks that his locomotive shows about 5-horse power, or another who says there is only one fulcrum about a locomotive, may be able to run a train and stop and start it, yet he can never expect to become a thorough master of his engine unless he is willing to learn and improve by comparing notes with others engaged in a like calling. The chance for doing this has now been opened through the columns of the Magazine, and it is to be hoped that all who feel interested in the elevation of our Order and its individual members will lend a hand to this Department and make it the most interesting and instructive part of the Magazine. Vast as the improvement in travel has been within the last half century, much as has been accomplished in the way of reducing the time needed to reach distant points and thus practically to bring them nearer, great improvements will yet be made, and it is our duty to do what we can to help the onward march of progress by disseminating all the knowledge we can, and thus enable our successors to take up their investigations where

we left them and go on to still further successes.

It is a matter of congratulation to our Order that so able a man as Mr. Lockwood should have taken so high an interest in our Order as to give us so nice and interesting a lecture as the one many of us had the pleasure of listening to while in Philadelphia, last September. That he should now supplement his former kindness by writing for our instruction and benefit in the Magazine should endear him to our Order and secure for him a warm place in our hearts and many responses to his problems.

In regard to the "Shaw Locomotive Puzzle," as published by Mr. Lockwood, and distributed by him to the delegates at Philadelphia and as now published in the March Magazine, it seems that there can be but one answer to the first part of the problem, and that is that when the two wheels of the same size and same number of teeth are made to revolve in gear with one another while in the same horizontal plane, each wheel will turn once on its axis while the other turns once.

The second problem however: "Hold the left hand wheel, A, stationary, the points of the arrows touching to indicate the starting point, then revolve the right hand wheel, B, around A until the arrows touch, and say how many times the moving wheel has turned around," is not so easily answered, or in fact demands several answers.

For the sake of illustration, let us suppose A to be a wheel, say four feet in diameter, on a pair of trestles in a blacksmith shop. The blacksmith has also a rolling wheel, sometimes called train wheel, which he uses to measure the circumference of wheels, in order to determine the length of tire necessary to go around his wheels. Let us suppose he has one of these rolling wheels four feet in diameter, and that it has a handle which carries a center-pin on which the wheel revolves. The blacksmith makes a mark on both wheels and brings both marks together as a starting point. He then pushes ahead, walking behind his wheel, and watches to see how often it would turn around. If, as has been supposed, the diameter of both wheels is alike, or four feet, he will find that, if the wheels have not been

slipped, the rolling wheel has made just one revolution, and placing his mark at the end of a bar of tire iron he rolls the wheel along it one revolution, and finds that he has tire enough to go around the wheel.

Again, take the same wheels, and start them at the same point, and run the rolling wheel around the same way, except that the blacksmith does not follow behind it, but remains on one side reaching across the stationary wheel as the rolling wheel passes around it. It will then show that the rolling wheel has made two revolutions on its handle.

This view of the matter is also sustained by the fact that when both wheels are four feet in diameter, the center of the rolling wheel describes a circle with a radius of four feet, equal to a diameter of eight feet or a circumference of over twenty-five feet. A wheel four feet in diameter, or twelve and a half feet in circumference, would have to turn around twice to get over twenty-five feet of movement. Having granted that a wheel of any given size, rolled around another of the same size, revolves twice when treated in this manner, let me ask Mr. Lockwood whether this state of affairs holds good in the same proportion when the size of the wheels are different, or, in other words, if a rolling wheel of a given size turns around twice, in being rolled around a stationary wheel of the same size, will a rolling wheel half as large as the stationary wheel revolve four times in rolling around the stationary wheel once? To make it more plain, suppose the stationary wheel to be four feet in diameter and the rolling wheel two feet, what will be the result in revolving the wheels?

As Mr. Lockwood has kindly taken pen in hand, and promised to let me hear from him again, I wish he would give us an exposition on the so-called hammer blow, said to be given to rail and bridges by the counter-balance. If the American Railway Master Mechanics' Association have thought it prudent and necessary to have a committee appointed to procure reliable facts and data on this subject, it will not be a confession of ignorance for the rank and file to admit that they would like information on this point. As I stated in my last communication, I can-

not see how a wheel rolling along a smooth track can inflict a hammer blow, unless it is raised clear from the track and allowed to drop down on it. I even think that the weight of a driving-wheel on the rail will be the same, no matter in what position the pin and counter-balance may be.

As a wheel forms a circle (a figure without a point) it remains a mystery to me to know at what part of the revolution the hammer blow is struck. It cannot be when the counter-balance is leaving the lower part of the wheel and going toward the top, because the weight is then ascending. After reaching the top of the wheel the counter-balance commences to descend, first slowly to be accelerated in passing the center, and again checked in going toward the bottom of the wheel. The descent of the counter-balance to the bottom and past it is so slow and easy in comparison to its movement at the centers, that it seems to be illogical to select that point as the striking point. It must be confessed that the whole subject of this hammer blow is somewhat like a "phenomenon, complex and general," and not very well understood, or it would not be necessary to appoint a committee from two of our most learned and able associations to investigate it.

The incident I have previously alluded to, where our train stopped on a bridge to unload some lumber, and where the structure was shaken by a carpenter running across it, gave me some idea of the difference between a rolling motion and a sudden impact. The trembling produced in the structure by that man's act of running in long jumps, was so strong that the engineer in charge looked across the boiler at me with face somewhat blanched, for it was not an enviable position to be suspended in mid-air eighty or ninety feet above a stream on a structure which one man could shake. If the hammer blow of an engine is nine or ten tons to each revolution, and they are delivered in the same proportion and are to produce effects in the same ratio to the 175-pound weight of that carpenter, not many bridges would now be standing even on some of the best constructed railroads in this or any other country.

For the safety of the lives, limbs and property, so freely entrusted to the railroads,

we must hope that investigation will prove that no such tremendous blows are struck, and indeed the life of a rail, subject to the usual wear due to an ordinary busy road, and also subject to the supposed hammer blows, is such as to lead to the belief that no such destructive forces, as frequently delivered nine or ten-ton blows, have been exerted for their destruction. Rails are generally worn out at the joints first, because a slight inequality in height between the two ends of the rails has made it possible for trains to jump from the end of the higher rail to the lower one, and thus produce the effect of a hammer blow, but even this wearing of rails at the ends has been greatly diminished by improved methods of joining the rails, so as to produce a more uniformly level track. It is not often that you find rails badly worn in the center, and when you do it will probably be found to be owing to a defect of manufacture, which was made apparent by use or to the abrasion caused by a locomotive slipping her wheels.

Hoping however to hear from Mr. Lockwood and others on these matters, I am yours, as ever, for progress, *Vulcan.*

MESSRS. EDITORS: I herewith send you a rule to calculate safe working pressure of boilers. Multiply the tensile strength, stamped on the plate by the thickness of he iron or steel, then multiply by .56 for single riveted seams, or .70 for double riveted, and divide by the radius of the boiler. That will give the bursting pressure, which, divided by five, the usual factor of safety, gives the safe working pressure.

Example: What is the safe working pressure of a boiler 60 inches in diameter, the plate $\frac{1}{4}$ inch thick and stamped 60,000 lbs., double riveted, using a factor of 5. $60,000 \times .25 = 15,000$, $\times .70 = 10,500$, divided by $30 = 350$, divided by $5 = 70$ lbs., the safe working pressure for the boiler. It is calculated that the safe pressure for a boiler is from $\frac{1}{4}$ to $\frac{1}{2}$ of the bursting pressure. Boiler plate is stamped from 45,000 to 60,000 pounds tensile strength persquare inch—or, in other words, it will require about 15,000 lbs. strain to pull a piece of iron 1 inch wide by $\frac{1}{4}$ inch thick apart, that is stamped 60,000 lbs., or 30,000 lbs. for a piece 1 inch wide by $\frac{1}{2}$ inch

thick. Here is a table which will be found useful: $\frac{1}{4} = .25$, $\frac{3}{8} = .375$, $\frac{1}{2} = .50$, $\frac{5}{8} = .3125$, $\frac{3}{4} = .4375$, $\frac{7}{8} = .625$. *Gauge Cock.*

MESSRS. EDITORS: Referring to Mr. William E. Lockwood's "Locomotive Puzzle," page 146, March Magazine, I have been trying to solve it, and have reached a final solution. In the "first" proposition, each wheel turns *once*. In the "second," the revolving wheel B turns *once*. The arrows meet at the same point in each proposition; therefore, two things exactly alike, producing the same result, must in their action be substantially the same. *Eccentric.*

Engineering Inventions.

A glass tube for water gauges has been patented by Mr. Auguste Guilbert-Martin, of St. Denis, France. It has a longitudinal colored strip or strips on a white or bright strip, the colored strip being arranged nearer the inner surface of the tube than the white or bright strip, whereby the upper end of the column of liquid can be more easily distinguished.

A track and wheel cleaning and lubricating device has been patented by Mr. Francis G. Tuttle, of Portland, Ore. It is intended to be operated by the ordinary locomotive injector, combining with a pipe leading therefrom a series of pipes leading to the front and rear of the locomotive, having nozzles for discharging hot water upon the track, and jets of water upon the drivers.

A car truck has been patented by Mr. Arthur M. Wellington, of New York city. This invention covers a check chain so made and applied as to absolutely prevent the swiveling of the truck through a greater angle than is necessary to enable the car to pass through or over curves of such radii as are encountered in ordinary service, doing away with the coils of check chains having excessive slack.

An engineer in Berlin, Germany, is the inventor of an improved construction of steam engine, the peculiar feature of which consists in the dead center point being obviated. In this arrangement a block is secured to the piston rod, this block being provided with a diagonal slot through which the crank pin passes. The slot has concaved edges facing each other, and is provided with a recess at each end. The side valve is attached to a rod provided at the lower ends with tappets, against which the ends of the sliding block strike, thus reciprocating the slide valve rod. The levers from which the rods are suspended are provided with spring arms for giving the desired degree of expansion.

Woman's Department.

EDITED BY IDA A. HARPER.

PROGRESS OF WOMAN IN 1885.

Statistics are always dry reading, but they possess one merit, they may be depended upon, and in this age, where so much is written that is not reliable, there is a certain satisfaction in turning to figures, which never lie. There is no class of people in the world that is making so marked and rapid progress as are women. Civilized nations are slowly advancing and missionary work is effecting some improvement in the condition of barbarians, but among no other individuals may this progress be so clearly defined from year to year. Critics are apt to say, "O, this question of woman's rights has been agitated for years, and very little has been accomplished." Even those who are zealous workers in the cause sometimes grow discouraged and feel that the end is still very far off. But when the aggregate gains of a year are figured up the results are certainly gratifying. Women can scarcely hope to be emancipated, as were the slaves, by a stroke of the pen, and they will appreciate more highly the privileges that come through patience, perseverance and merit. The question of "woman's rights" was first agitated about thirty-five years ago and encountered a storm of indignation and opposition, and yet up to the present time three-quarters of all that was then asked for has been conceded, in the way of equal property rights, education, business opportunities, etc. A little further modification of the laws is needed, and then political rights will be all that remain to be granted.

For many of the facts regarding the progress of women during the past year, I am indebted to Mrs. Florence M. Adkinson, who, for a number of years, has so admirably conducted the "Woman's World," in the Indianapolis Sentinel. The most important educational event has been the opening of Bryn Mawr College, near Philadelphia. This institution offers all the advantages of a college to women; the course of study being similar to that of John Hopkins University. The mathematical professor is Charlotte Angus Scott, who is perhaps the most distinguished woman mathematician in the world. The Mississippi Industrial College for Women opened October 22, with 300 pupils in attendance. The increasing number of students at the Harvard Annex required the purchase of a new building, and it is hoped the Annex will soon become a part of the University. The Woman's University, recently dedicated at

St. Petersburg, Russia, cost over \$150,000 and numbers 700 students and twenty professors. King's College, London, has incorporated the lectures and classes for women, hitherto held separately at Kensington, into the general system of the college. The new Technical Schools at Bristol, England, have decided to admit women to all classes. The School of Domestic Economy in the Iowa Agricultural College, with Mrs. Emma P. Ewing as Dean, is a signal success. Girls will hereafter be admitted into the State University of Louisiana.

We have only space to make the very briefest of individual mention. Miss Brown, a graduate of Harvard, reached a higher average in classics than did any of the young men in the college. Miss Sallie Vick Hill, of Mississippi, carried off the highest honors at the State University. Miss Wishard led the honors list at the London University. At Queen's College, Belfast, two women took prizes in mathematics and one in logic. At Sydney University, New Wales, the degree of B. A. was conferred for the first time on lady students. At Leipzig University, Dr. Susannah Rubinstein has won the highest diploma in philosophy within the power of Germany to bestow. Four girls graduated from the Central College at Marash, Turkey. The Allison Methodist College, New Brunswick, conferred the degree M. A. on Miss Hattie Stewart, the first woman to receive that degree from a Canadian institution.

In the medical profession we find women medical students admitted into the Paris hospitals in the face of the most bitter opposition. Women have been admitted to classes and degrees in the Royal College of Surgeons, Ireland. The College of Physicians and Surgeons at Indianapolis is opened to women. Four women physicians have been admitted for the first time to the Wisconsin State Medical Association. At the Ohio College of Dental Surgery, Miss Carrie Lloyd, of Indianapolis, the only woman in a class of twenty-six, won the gold medal of honor. Dr. Julia Ingraham was elected secretary and treasurer of the Louisville, Ky., Medical Society. Dr. Helen B. Fodelson was appointed assistant physician at the Nebraska Insane Asylum. Miss Sarah S. Winsor was appointed House Surgeon at the New England Homeopathic Hospital. Mlle. Klasson, a young Swedish lady, received a degree from the Faculty of Medicine, at Geneva, Switzerland. Mlle. Benoit, a young Vendean lady, took her degree and was appointed medical examiner of girls in the schools of Paris. Miss Kiu Yamei, of China, graduated from the Woman's Medical College, of New York. A Hindoo lady has given \$75,000 to found a hall of residence for native women medical students and the government contributed the ground. Miss Prideaux, a distinguished London physician,

was appointed Surgeon of the Paddington Green Hospital, nineteen men competing for the position.

The churches in this, as in most progressive movements, are behind the times, but women are gradually getting into the pulpit. It might be supposed that this would be the first place in which to look for them, considering the assistance women have always given religion, but the churches are slow to give up their prejudices and they still cling to the doctrines of St. Paul on this point. Miss Frances E. Townsley has been ordained as pastor of the Baptist church in Fairview, Nebraska. This year has also witnessed the ordination of the first colored woman preacher, Miss Sarah E. Hughes, of Raleigh, N. C., being ordained by Bishop Turner, of the African M. E. church.

Comparatively few instances are recorded of women being admitted to practice at the bar. Law is probably the least desirable of the professions for women, but nevertheless a few ambitious ones are entering the ranks. Mrs. Laura DeForce Gordon was admitted to the bar of the U. S. Supreme Court. Mrs. Lizzie D. Fyle was admitted to practice law in Arkansas. Mrs. Mary A. Leonard was admitted to practice in the courts of Oregon. Mrs. Elizabeth Eaglesfield, a graduate of both the Literary and Law Departments of Michigan University, has opened an office in Terre Haute, Ind. Mrs. Rachel Hayward was elected professor of elocution in the Cincinnati Law School.

Mrs. Belle McKinney has been appointed bailiff at Dayton, O., Mrs. Sadie Coyle, Treasurer of Douglass county, and Miss Kate Feurbach, auditor of Tapina county, to fill vacancies. It would be impossible to give a list of the women who have been made members of every imaginable association, silk, bee, agricultural, architectural, historical, microscopic, etc. In fact, almost every organization, secular and religious, even including the G. A. R., numbers women among its members. Almost all the labor organizations in the country are admitting women to membership. No year before has ever witnessed so many "strikes" among working women, and in almost every instance they have been supported and protected by working men. Considerable legislation has been effected to improve the condition of laboring women, as much as could be expected in favor of a disfranchised class.

The exhibit at the New Orleans Exposition has been a revelation as regards the extent and variety of woman's industries and they have attained a dignity and importance that would have seemed impossible a few years ago. She will never again be limited to the kitchen, nursery and school room. All the opportunities of the world are hers if she choose to take advantage of them.

There is a growing disposition on the part

of women to take an interest and part in public affairs; Fourth of July, Decoration Day and Soldiers' Reunion addresses have been made by women during the past year.

A number of remarkable papers on social science, political economy, temperance, equal suffrage and various leading topics of the day have been read by the gifted women of this and other countries. It would be impossible in this brief space even to touch upon the great social and moral reforms that are being accomplished through the efforts of women, or to note even briefly, the thousands of individual cases showing the gradual advancement of women in every imaginable department. Many unjust laws have been changed and many women appointed to fill positions heretofore occupied by men. Hundreds of newspapers publish woman suffrage columns. In whatever direction one turns he sees the straws that show which way the wind blows, and it cannot be denied that there is a very strong current in favor of equal rights for women.

In this connection the only question that admits of any controversy or any speculation is that of universal suffrage, and even that resolves itself into a matter of expediency. It can hardly be denied that an intelligent, tax-paying woman has as much *right* to vote as the great masses of poor, ignorant, vicious men, either native or foreign born, who are paid for voting just as they would be for a day's labor. The only thing to be considered is whether or not it is expedient. As to this, there are a variety of opinions, a few of which shall be hastily stated. Municipal suffrage has been extended to the women of Madras, India. The women of South Australia have been enfranchised. In France, Norway, Sweden, Wales, Switzerland and other foreign countries there is a strong public sentiment in favor of granting suffrage to women. A recent Trades Union meeting of 700 Welsh miners declared in favor of it. England leads the way in this movement, having 217,000 women who are entitled to municipal suffrage. It is estimated that 500 members of Parliament favor the full suffrage. Women take a more active part in politics in England than in any country in the world. Women have municipal suffrage in Canada, and school suffrage in twelve of the United States. They have full suffrage in Wyoming. The largest woman's organization in the world, the W. C. T. U., is pledged to work for equal suffrage. The National Grange, the Knights of Labor, the Prohibition party and various other organizations have pledged themselves to support the movement.

As we are specially interested in the progress made in our own country, that portion of Mrs. Adkinson's report shall be given in full:

The irrepressibility of the woman suffrage movement has been demonstrated through meetings,

lectures, legislative presentations, participation of women in elections, etc. The annual meeting of the National Association at Washington in February and of the American at Minneapolis in October, were largely attended and showed no diminution of zeal. State Conventions have been held in Illinois, Indiana, Iowa, Kansas, Minnesota, Michigan, Maine, Oregon, Pennsylvania, Rhode Island, Vermont and Wisconsin. The question has been agitated to a greater extent in the South during the past year than ever before. The addresses given by Miss Susan Anthony under the most favorable auspices, while visiting the World's Exposition, and the noon talks by Julia Ward Howe and Ex-Governor Hoyt of Wyoming with the full reports in all the leading newspapers called the attention of New Orleans and vicinity to the subject, and the Woman's Club, composed of the most cultured ladies in the city, celebrated the recent birthday anniversary of Elizabeth Cady Stanton. In Texas, Marianna T. Folsom has been engaged for seven months in pioneer work, holding meetings introducing the subject and distributing literature. In Arkansas, the question has been discussed in leading papers. In Ohio, a second State society, the Christian Woman Suffrage League with a membership of 400 was organized a few months ago and held a State convention in October. The two State societies in Massachusetts, one auxiliary to the American, the other to the National with the State School Suffrage Association and the New England Suffrage Association, keep the matter prominently before the Boston public. The protests of the "remonstrants" have added zest to the agitation, and a hearing was given each party before the joint committee of the last Legislature to the suffragists backed by petitions with 16,000 signatures and to the "remonstrants" with petitions bearing 400 names. A debate in the House was followed by the defeat of a municipal woman suffrage bill. An important feature of the debate was the calling out through false statements of letters from Governor Warren, of Wyoming Territory and Judge Green, of Washington Territory emphatically endorsing the workings of woman suffrage in those territories as conducive to public welfare.

New York has also two state woman suffrage societies, one called an association, and the other, a party, with sufficient strength to work harmoniously in the same channels. A woman suffrage bill strongly supported in the Senate failed for want of a constitutional majority, hearings were given on the bill.

The Dakota Legislature passed a woman suffrage bill twenty-nine to nineteen votes in the House, 14 to 10 in Council, which was vetoed by Governor Pierce. Rhode Island, the first New England State to vote to submit a woman suffrage amendment to the constitution passed a bill to that effect by large majorities, but it proved to be one day too late for notice as required by law in the warrants for special town meetings.

In Wisconsin a bill to extend municipal suffrage to women was defeated in the Senate; a joint resolution for a constitutional amendment reached a vote and defeat in the House, and both branches passed a bill submitting the question of school suffrage to women to the voters at the next general election in 1886.

Minnesota passed a bill to allow women to vote for County School Superintendents. In Michigan a hearing was given before the joint judiciary committee; the Senate defeated a municipal suffrage bill by one vote and the House passed a constitutional amendment for woman suffrage by a vote of eighty-one to ten.

The Connecticut Legislature rejected a bill allowing women to become assistant town clerks. Hearings were held before the committee on a bill to allow women to vote at school meetings, which passed the house by a vote of ninety-two to sixty-two and met defeat in the Senate.

Idaho passed a bill for school suffrage for women and defeated one for full suffrage.

A resolution for an amendment to the Constitution giving women the right to vote, received twenty-two to twenty-five votes in the Indiana Senate, and forty-five to forty-three in the House.

A woman suffrage bill was defeated in the Oregon Senate. A similar bill was omitted from the files to prevent reaching a third reading in both branches

of the California Legislature. A standing committee on the rights of women was for the first time secured in the Kansas House, and a hearing given on a municipal suffrage bill, which was introduced but did not reach a final vote.

A woman suffrage bill met defeat in the House of British Columbia, and the Ontario House of Commons rejected a section of the franchise bill extending parliamentary suffrage to women.

A woman suffrage constitutional amendment was introduced into the Illinois Senate and an address by Mrs. Haggart was largely attended by the Legislature, but no vote was reached.

February 6, 1885, the resolution providing for a Sixteenth Amendment to enfranchise women was called up in the U. S. Senate by Senator Palmer, of Michigan, who made a strong speech in support. December 9 a similar resolution was introduced by Senator Blair, of New Hampshire.

An increased interest was manifested by women this year in most of the States where school suffrage is permitted. In Kansas the right was reaffirmed by the attorney general. An unsuccessful effort was made to elect a woman on the city school board of Minneapolis. In Michigan many women were elected school inspectors and members of school boards. The right of municipal suffrage permitting widows and spinsters in Ontario was generally exercised, and for the first time in Canada, a woman was elected school trustee.

In Boston, actuated by a sectarian and partisan spirit, efforts were made by politicians to interest a larger number of women in the school elections, and as a result twice as many women registered as in 1884. The two women candidates, Mrs. Fifield and Miss Peabody, for position on the school board ticket were not accepted on the Democratic which insured their defeat. Both ran ahead of their ticket and received more votes than any other candidate not on the Democratic ticket which shows that their defeat was not on account of their sex. Rather more interest than usual was taken by women in the school elections in other portions of the state, and a number were elected on the school boards.

By far the most active woman suffrage campaign of the year was in New York. After an exhaustive examination of the State's statute law on the subject of suffrage, Mr. Hamilton Wilcox, one of the most prominent members of the woman suffrage party, formulated the legal opinion supported by numerous citations, that women in New York are citizens in the full acceptance of the term, and entitled under the law and constitution to vote at all elections. This view was widely expressed by Mr. Wilcox, through addresses, newspaper articles and pamphlets, and by Mrs. Lillie Devereaux Blake who canvassed the State for several months against candidates opposed to woman suffrage measures. Women were urged to seek to register and to offer their votes. Several did so at the spring city and village elections, and were refused by the inspectors. At the school elections in October, women very generally voted, meeting with far less opposition than heretofore, this being the sixth yearly election since school suffrage was extended to women. At the town of New Lots, in East New York, there was an especially exciting election. Over 500 women came with ballots prepared and waited their turn in a line a block long, voted and defeated an objectionable "ring." At the late general election, several hundred women scattered over the State requested to be registered, in accordance with the advice of the suffrage societies. A few succeeded in getting their names registered but none were allowed to vote.

From this it will be seen that no previous year ever witnessed so widespread an agitation of this subject nor did the matter ever receive so much attention from the various Legislatures. So great a change as woman suffrage will produce, is not the work of a few years. If this important measure continues to awaken interest and gain ground each twelve-month in the future, as it has

in the past, fifty years from the date of the first "Woman's rights" meeting will find women enjoying, in full, equal social, business and political rights with men, people will wonder how it could have been otherwise, and the world will still move on in the same old-fashioned way.

WE have been compelled for want of space to omit several letters. Will "Fireman's Sister" please accept thanks for her description of the ball of No. 54, and C. C. McCullum's toy engine, made entirely with a pen knife, out of wood. We also express regret to "Firemen's Wife," "Glenwood" and several others whose letters were unavoidably crowded out. We will ask our correspondents to keep as nearly as possible within one column. This can be done by counting the words. The first art in writing is to be concise. We received this month one letter of four pages, three of which consisted entirely of apologies and reasons for writing. This is not an exception. Correspondents are entitled to two or three pages of the Woman's Department. We are glad to get your letters, but please remember that the most valuable thing in a Magazine is space, and do not occupy one line in tiresome explanations of why you write. Make up your mind what you are going to say and then say it in the fewest possible words, and your communication will not be put in the waste basket.—[Ed.]

IS HOME WHAT WE MAKE IT?

DEAR FRIENDS:—This is a question that I would like answered by as many of our readers as will take the time to discuss this all important subject. In my girlhood home all was harmony, and in my new home, which has been in many different localities, it has not been a task or a trial to have home pleasant. I have found out in nearly five years of wedded life, that it is not riches that bring happiness, as we have never been overburdened with them—and so many of my friends think this the most important thing of all and must be obtained. While I agree with them that money is a necessary article—and handy to have in the house, and I like it for the comfort it brings to our homes—it will not purchase love or buy happiness for us; of this I am well assured. In the homes of my friends, the ones in moderate circumstances are surely the happier in every case. The man who is busy at the bank has gold on the brain, and as years go on he has less time to devote to home and friends, and so it goes on, and he loses all interest in everything, has only one object in view, his treasures.

Too true is what the good Book says on this subject: "Where the treasure is there will the heart be also." Now, for instance, I draw a pen picture of life as I have seen it, no imaginary delusion, but a home scene, only one of many. Husband a good provider, a kind man, has some faults of course, he never for a moment forgets that he is the proprietor, the head of the house. Now his worst fault is, he

was born tired. His wife says he could not help that; oh, no, of course not. You, dear readers, are well aware that such freaks of nature really do exist on this mundane sphere. Well, the little woman, as hubby calls his wife, has a cosy home, though not at all a convenient one, as the little woman was not consulted about the building of the house. This is man's work to plan and to build exclusively, although the little woman is to be mistress and maid of all work. And as time passed on, she added the noble name of mother for three children, one pair of hands to wait on four pairs. Her hours of work are from seven until eleven, and she has no time to be tired. Oh, no, she has nothing to do only the housework and herself to wait upon, and a basement kitchen thrown in. They are so convenient, you know, especially with young children around.

Well, husband's working hours are from seven until six, one hour for dinner, or more if he takes his habitual smoke. Little woman has fifteen minutes, and sometimes not that. Her time comes after her hubby and children have been attended to, and then a cold dinner is such a relish, you know. Hubby does not give wife a chance to tell him about the thousand and one things that came up this morning to try her patience, the fire that would not burn for the reason that the coal had been left out in the snow and consequently was somewhat damp. Then the grocer was late—Housekeepers know what that means. Hubby not supposed to know. He runs an engine and has got far beyond those trivial matters. Hubby has no time to hear the little woman's complaints: starts in with his own trials: He had worked so hard that day, thinks if this thing keeps up he won't live out half his days, etc., etc. Now this is true and an every day occurrence, and this home is a happy one, like many others. When a little woman has tried and is doing her best, looks to me as if it would be a very unsatisfactory way of living. Hubby has a meek, submissive wife, and is she content, do you think?

Well, I have tired your patience, and fear you will not care to discuss the subject, but in conclusion I would say, may you all be fortunate enough to escape a husband that was born tired.

Enoch's Wife.

STRATFORD, ONT., March 12, 1886.

To Woman's Department:

Perhaps the many readers of our Magazine will like to hear a little about Good Endeavor Lodge, Ladies Society, B. of L. F., which is still on the road of progress. We have just lately been exercising our "goat," for we have had three initiations, viz: Mrs. J. Turton, Mrs. J. Moore and Mrs. E. Hardman, making our number twelve in all, and they express themselves as well pleased with our little Society. We must heartily thank "Sligo" for his praises in the December number of the Magazine, and would be only too pleased to help any of the ladies of Garrett, who will apply to us for help or information of any kind. Why is it that the ladies are so backward about trying to help the Brotherhood along, for they must surely recognize the many inestimable benefits it confers upon us? There are many ladies in the Brotherhood who have proved in many

ways, their wish to do something for their dear ones. Look at the ladies of Point Edward, Sarnia, Ont., for instance, why do they not organize? For let me assure them that if only the individual efforts, which are put forth now to help the boys, were concentrated in an organized society, they would be astonished at the better facilities which they would have for action. What could we poor Good Endeavor ladies do alone? Simply nothing; yet united, we can accomplish quite a little, each one of us putting her head to work, and all determined to labor in love and unity, solely for the benefit of the dear Brotherhood. Then, ladies, do let me ask you to put forth an effort. If you want help, write to our Secretary, Mrs. J. J. Johnson, Postoffice, Stratford, remembering we are all friends because our dear ones are all brothers. We long to see a Ladies' Society established wherever there is a Brotherhood Lodge, for this means bringing every family into a closer friendship than can exist in any other way.

I must give a little account of a very handsome gift we had presented to us by Avon Lodge, on the 4th of November. It was at a regular meeting of our Lodge, and while in the midst of business, a knock was heard at the door, our Guard went to open it, and on returning, reported that two gentlemen from Avon Lodge desired admittance. You can imagine the fluster we were in, all trying in vain to guess what they could possibly want with us ladies. However, we did not have to wait long, for in came Mr. Eugene Ball, husband of our worthy president, and Mr. J. H. Mitchell. Mr. Ball read the following address, evidently enjoying our discomfort, having turned the tables on us in splendid style:

To the Officers and Members of Good Endeavor Lodge:

The officers and members of Avon Lodge No. 38, present their compliments, and beg the acceptance of the accompanying gift as a slight token of the esteem in which you are held. We present it, not for its intrinsic value, but as a small return for the two beautiful presents we have received upon this and previous occasions. We also sincerely thank you for your earnest co-operation with our Order.

We will always endeavor to conduct ourselves in life, so as to retain that esteem which has been so plainly manifested since the organization of your society, and we trust you will continue to encourage and assist us 'round the "Horn" of Life, till we reach that terminus where the "throttle" will be closed, the "lever" in the centre, and the "shovel," which has administered the stimulant to our earthly locomotive, will be laid to rest forever. Again thanking you, ladies, for your kind co-operation, the hope that victory may cover the efforts of Good Endeavor Lodge in all its undertakings, is the sincere wish of the members of No. 38.

SECRETARY OF COMMITTEE.

And there before our eyes Mr. Mitchell opened a lovely light brown leather box lined with blue satin, enclosed in which was a full set of badges for all our officers and members. They were of purple satin, with the words, "Ladies' Society, B. of L. F., No. 2," stamped on them in gold letters. They have silver fringe and silver insignia of office, and are really exquisite and looked specially lovely when we wore them at the assembly given by Avon Lodge in November. We cannot thank the members enough for them, but you may be sure they are and will be highly prized as a token of the good wishes that Avon Lodge bears towards us.

We enjoy our dear Magazine so much. I often feel

that many of our writers are like old and dear friends for we seem to get glimpses from their letters of some part of their inner life, and after all it is this inner life which makes us friends, for it is the good and noble qualities which we love in those around us far more than face or form. Many a sweet spirit dwells behind a homely face, and to those who feel its influence it irradiates and beautifies the features. May we each and all strive to cultivate this spirit and shed it abroad, and in our homes, and more especially to those of us who have little ones around us, is this needful. It is hard, sometimes, when our work is standing still, yet must be done, and a little mite is crying over some infant trouble, which seems slight to us, yet is a very big and real one to it; then, I say, let the gentle spirit guide us, and let us smooth the path for those tiny feet, for we know there will come a time quite soon enough when they will have to bear their own troubles, and we shall not be at hand to help. Let us strive to be gentle and loving always, for a time may come when we would give the whole world to hear the same fretful cry for mother's help and sympathy, yet the little lips are silent and the baby voice is still. Mothers have much to try them, yet with it all I think the sweet lessons of faith, trust and reliance, which our children teach us, may help us so much to walk closer to our God, and, as a dear friend said to me quite recently, that to train our little one's aright we mothers must be walking very closely after God. May we go on each day taking up the daily burden as a means to lead us nearer God, and may the sunshine of our presence illumine not only our homes now, but the whole path of our precious ones as they go through life. Wishing all our readers a bright and happy New Year, I am yours sincerely,

Alice Brooker.

For Woman's Department:

BE KIND TO THE AGED.

Be kind to the aged mother.
At home and everywhere—
And close by the sunny window
Place the cosy rocking-chair.
Be kind to the aged mother.
And help prolong her stay.
For some day the chair will be vacant,
No mother to brighten our way.

Be kind to the aged mother,
Let us make all bright and glad;
We can only have one mother.
This thought so sweet, yet sad.
Oh, be kind to the aged mother,
To her our best be given;
She is but an angel dwelling below
To prepare her children for heaven.

Be kind to the aged mother,
Never give her cause to say,
"I wish in my heart you had never been born,
This child I had taught to pray."
Be kind to the aged mother,
And honor that silver hair;
'Tis not so very long ago
That she was young and fair.

Be kind to the aged mother,
For her working days are o'er;
There she sits so quietly waiting
For the Master to open the door.
There is rest for the weak and the weary,
This promise our Father has given,
What a beautiful thought must come at the last—
A home for the aged in heaven.

— G. M. S.

FIREMEN'S DEPARTMENT.

Correspondents must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,

TERRE HAUTE, INDIANA.

APRIL, 1886.

PLATTSBURGH, N. Y., February 1, 1886.

Editors Locomotive Firemen's Magazine:

Owing to the oversight of our Cleveland Postmaster, I did not get my Magazine until the last of January, so I could not give the "Man of Michigan" the explanation he wanted as soon as I would like to, but I will now try and tell him why we do carry other insurance than that of the Brotherhood and pay so much for it. In the first place we don't want to carry any other, but we do it for our own good and for the good of our wives and little ones, or our mothers and sisters, who may be dependent on us for support, and to keep ourselves from want in case of accident. The figures I shall give you are correct, and fresh from an agent of one of the leading accident companies of the United States, one in which a great many engineers, firemen and other railroad employees are insured. For \$1,000 in case of death by accident and \$5 weekly indemnity, not exceeding twenty-six weeks' duration, we pay \$16 per year. For \$2,000 death loss and \$10 weekly, we pay \$27.20 per year. Now the reason we do this is so that in case we meet with one of the many accidents that are always in our way, we will be sure of a little income on which we can live and pay our doctor bills, etc., until we are able to go to work. I know it costs a good deal to keep it up, but it sometimes costs more not to keep it up; for instance, in 1882 I took out an accident policy for \$10 per week and nothing in case of death, as at that time I had no one dependent on me, and paid \$20 for it. Before my year ran out I had the bad luck to break my arm at the elbow; it laid me up for repairs eleven weeks, for which I received \$110; during this time I had no other income. At the end of the vacation I had plenty to pay my doctor bill, board, etc., and some left. I thought that \$20 well spent, and have kept up an accident policy ever since, although one of a different style, for the last three years, having one now that gives me \$10 per week and \$2,000 in case of accidental death to my family. Three years I was on a mail train, and while skipping along pretty lively to get there a friendly side rod came up to interview me. I protested, and

got out soon as bruised legs and arms would let me. Once again did my accident policy come in to good use, and more than twice or thrice have I found it a good thing to have in the house in case of accident. I think our Master, Bro. Dorcal, finds one a good thing to have around since the City of Troy rolled over him. Now we all know it costs a good deal to pay all our insurance, and we know we must be killed in order that our families may get the benefit of it, but if we are laid up one, two or six months by an accident we can face the doctor and the rent collector with a smile and cash in hand, without being obliged to call on our friends for help. These are some of the reasons I and others carry other insurance than the Brotherhood. "Sprague" says he was interested in my figures in the November Magazine. Thank you! I tried to make them interesting, and I think if you worked on the D. & H. you would be quite deeply interested in the matter of wages. As it is now, a farmer from some back county, who never saw but a picture of a locomotive, can get on an engine and have the engineer do the most of his work for him and get the same pay as a man who has heaved coal and wiped engines three years and fired six years, although in the long run the farmer is the best man, for he can stand the hard work. I don't know whether this is the case on all roads, but it don't seem quite right to my mind. For the past six years no fireman has received over \$45 per month, no matter whether he fires a switch engine or a passenger train 156 miles a day. At the present time most of the freight men are running by the mile. What pay they will make remains to be seen. Some expect to make better than \$50. All passenger, extra and switch engine firemen still get the old rate, \$45 per month. About four years ago we tried to get a raise to \$50 per month, but we could not get it. We were told that the company could let us all go and fill our places with gentlemen's sons, as if we were the scum of the earth. I can say without fear of contradiction that there are men in No. 209, wheel-soled men, who are the equal of any and the superiors of many of the so-called gentlemen's sons—men whose moral character is without stain and who are Christian men in their dealings with their fellows. Our engineers are getting fair wages—\$60 for first year, \$70 for second, \$80 for third and \$90 for fourth year and after; switching engineers, \$70 and \$80. Many of the best engineers on the road have been promoted from firemen. We have some of our members on the right side now. Bros. Keating, Lawrence, McCarthy and Cavanaugh have stepped over to the right, and we all hope they will stay there and be good boys and a credit to the Brotherhood. Several more are watching their chances—never mind, boys, we will all get there in the spring or some other time.

Yours, fraternally,

Davy Crockett.

The first number of the "Union Pacific Employees' Magazine" has made its appearance. It is published monthly, at Denver, Colo., and is devoted, as its name indicates, to the interests of the employees of the Union Pacific Railway Co. It is a live and entertaining periodical, and promises to be an able exponent of the cause it represents, and we take great pleasure in introducing it to our readers with the injunction, that if they wish to invest a dollar to good advantage, to subscribe for the "Union Pacific Employees' Magazine."

GALVESTON, TEXAS, Feb. 14, 1886.

Editors Locomotive Firemen's Magazine:

"For a' that and a' that
 Their tinsel show and a' that,
 The honest man though e'er sae poor,
 Is king o' men for a' that."

In looking over the February Magazine to-day, I could not help being somewhat amused at the "taffy" in the shape of an empty compliment J. Puffenberger, of Division 292, B. of L. E., is paying to the Firemen of the Elevated Road in New York. This writer was for harmony in the past, is for harmony now and will be for all time to come. Still, he cannot pass this letter by unnoticed, from which he will quote: "Their conduct was a credit to themselves and the Brotherhood." Acknowledging that they have made mistakes in the past and that they have a few "sore heads" among them, their conduct as an organization has always been creditable—here in the West they made their greatest mistakes, but the wiser heads prevailed and their mistakes were soon corrected. "Well may he feel proud of them as does every honest Locomotive Engineer in the land, this is a lesson learned." Let us hope so, I for one hope that it will be a lesson to every honest Engineer in the land, and to you more especially, Bro. Puffenberger. Do you ask why? I refer you back to the New Orleans Convention. Let us hope this will be sufficient lesson to remove from our Constitution the unwise laws you helped to frame. "Be honest, be just and discreet, follow the example set by the B. of L. F. on the Elevated Roads, and you will merit the respect due you as an organization." What is the above paragraph addressed to? "We know of no instance where your members have proved to be disloyal or unfaithful to your cause." How does that sound? The man or Order that proves disloyal to themselves will not command the respect or sympathy of others—honor where honor is due—we know of no instance where the Firemen have proved disloyal to their Engineers. We know of many instances where they have asserted their manhood by proving true and faithful to our Engineers. What did they send Mr. E. V. Debs to our Convention for? I have sat with them three times in Annual Convention, and I can say without fear of contradiction, if there is disruption between the two Orders in the time to come, the Firemen will not be to blame.—

"For a' that and a' that,
 Their dignities and a' that,
 The pith o' sense and pride o' worth
 Are higher ranks than a' that."

Jas. McDonough,
 Div. 206, B. of L. E.

MONTON, N. B., Jan. 30, 1886.

Editors Locomotive Firemen's Magazine:

As my last letter passed by the waste basket so successfully, I am induced to try again, trusting that this one will be as fortunate as my first. "Glad Tidings" can now boast of as comfortable a hall (though small) as we can wish for. When business is slack at meetings, we can adjourn to the club room, and there enjoy ourselves at games of checkers, dominoes, cards, etc., and when any of the boys have a propensity for "bruising," we have our boxing gloves; Bro. Stewart is a second "John L." in

that line, our Financier being the only man (?) in the Lodge who dare to face him. Our winter has been glorious for our business so far, although we naturally expect some severe weather yet, notwithstanding the predictions of "old coasters," who aver that the back-bone of our winter is broken. Engineers in this locality are naturally indignant at the action taken at their last convention at New Orleans, in regard to the Brotherhood of Locomotive Firemen, they averring that the fruit of such work is impossible to result in good, especially to them; however, time alone will tell. Report is current at the time of writing, of the removal from office of some high officials in connection with the Intercolonial Railway. The changes, if true, will be hailed with delight by every railway man from Halifax to Quebec. Bros. Probert and Stewart have both been married to very estimable ladies of Rogersville and St. John, respectively, and the boys are waiting very patiently for the cigars; we trust they will not be disappointed. If dame rumor is correct, several more of the boys are about to jump the broomstick—Come on Macduffs while the U. P. is so productive. "Broadleaf George," of the Tantaran, is a regular attendant at the "Barracks." It is very evident that a magnet lies in that direction. George is one of our staunch members, and is liked by all. Bro. Bell made a very "risky" leap the other day, he jumped from left to right. Success to him. "Blonde Harry" still fires the 49 on the accommodation. It is said that Harry is the white (beg pardon) red headed boy in a certain house in the city. "Go it lad, while you're young." Harry always has a good word for "Glad Tidings." Bro. Mathews still wields the gavel with an iron hand. Auley is popular with all. "Miggle," our Financier is always ready and willing to write receipts for the "boys." He is evidently used to the business. It is reported that the "dude" of 23 had his hair frozen solid the last trip to River du Loup in consequence of having an overdose of hair oil on; use alcohol, laddie, or wear bangs.

Earnestly wishing long life and abundant prosperity to our fraternity, I remain

Jay-Eye-See.

PHILLIPSBURG, N. J., Feb. 26, 1886.

Editors Locomotive Firemen's Magazine:

On Thursday evening, Feb. 25th, we had the pleasure of attending a supper and concert given by the "Ladies' Aid Society No. 3" of Excelsior Lodge No. 11, B. of L. F. Although the night was cold and stormy, our hall was filled to its utmost capacity and at times was so crowded that it was uncomfortable. Supper was given early on account of the attendance of a great many men who work on the different roads running in here and who were compelled to go to work early in the evening. Too much praise can not be given the ladies, who worked so faithfully to make the entertainment a success; and, I will add, that they were rewarded inasmuch as it was a complete success, both socially and financially. Bros. Gorgas, Sinclair and Hoagland gave valuable assistance to the ladies. Most all who attended are anxiously inquiring when there will be a repetition of last night's entertainment.

Jacob R.

SPRAGUE, WASH. TERR., March 6, 1886.

Editors Locomotive Firemen's Magazine:

The March number of the Magazine is at hand and taken on the whole, I believe it the peer of any and all its predecessors.

In perusing it I find myself being "severely handled" for my opinions in the January number on the matter of wages paid locomotive engineers, by a new writer, whom I have not had the pleasure of meeting before in the Magazine. My opinions have apparently raised a little discussion, and I was glad, indeed, to read that my Canadian brothers in Hamilton, had kindred thoughts with my own. I must, however, take exception to some of the statements made by Bro. Dosskey, in his letter opposing my sentiments on the wage question: You claim that "wages of engineers are paid according to local circumstances, such being cost of living, size of locomotives, steepness of grades, quality of fuel, etc." If wages were only paid on this basis, it would be far more equal and better satisfaction to the men; but Bro. Dosskey, himself, must know that even on this road, where we are both employed that things are in no such shape as that. There is a standard rate of wages from St. Paul in the East to Tacoma in the West, irrespective of local circumstances, or anything else. Living in every respect is far higher here than it is in St. Paul—a meal costing thirty-five cents, and a bed the same in many instances. It would surprise some of our Eastern firemen to see the way firemen "rustle" for blankets and cabins in which to shelter, so as to save and get ahead a little on their hard earned wages; and then consider the difference in living in this country, in the way of comfort and sociability, the chances for improvement and enjoyment that abound in the East; then consider the difference in running or firing over a prairie country, compared to the same work in the Rocky Mountains and some of its spurs, running over lakes and chasms, along deep ravines and rivers, with mountains on one side, and rivers on the other, and all for the same wages. You have the right idea, exactly, about local circumstances, but it is far from being enforced. *

In the place where you make your comparisons of wages, you have placed it far too low at forty per cent., it is generally nearer to sixty. The discussion of this subject would not have come up if that was the only difference; you will see by a letter from Canada, in the March issue, that there is a difference there of 52 per cent. and in some places higher than that, even in Canada, and in the United States, where the rate for engineers is a trifle higher, you will find the difference still greater. Of course, the engineer is paid as you say, for his mental work, but the fireman, who is only performing manual work without any mental part attached, will eventually wind up a total failure, and I still assert that there is no justice in such a wide difference. I do not doubt that these differences exist in many branches of labor in Europe, Asia, and America, but even a great many wrongs do not make a little right, and perhaps in all your extended travels you never found any labor so perfectly organized, for the purpose of self-preservation as the labor of locomotive enginemen in America. You use as an in-

stance the marine service, showing that a fireman is receiving some \$30.00 to the engineer's \$100.00 or \$150.00. I say that is a standing shame to the marine fireman, and a far more flagrant injustice than we, ourselves, are enduring. All these differences exist in many countries, but still that does not prove the justice of them, and in the "sweet bye and bye," when labor begins to get its true reward out of the wealth it is creating, there will not be any such disparity in wages as is existing either between locomotive enginemen or in the marine service. All locomotive enginemen are part and parcel of a system in which all their brains are required to perform a certain work, and I am of the opinion that no man's muscle and brains were designed to be used for the enriching of his fellows to his own detriment. There are many presidents of large corporations drawing princely salaries, which are keeping those same corporations with their nose to the grind-stone, and in many instances it is these princely salaries that have led to the present social condition of man to-day, whereby a large portion of human nature is having very little more than an existence, while another portion is rolling in untold wealth. Bro. Dosskey, I entirely agree with you that all these things exist, but we, as men, with intelligent heads ought to be doing our share to redress these grievances by legal and constitutional means, thereby paving the way for the generations to come, when men will be reckoned and gauged by their moral and industrial worth.

Yours fraternally,

Sprague.

DELAWARE, O., January 23, 1886.

Editors Locomotive Firemen's Magazine:

I have looked very anxiously for sometime, but in vain, for something from 239. Buckeye Lodge is in a very flourishing condition, with a goodly number of wide-awake, energetic men for members, and is fast coming to the front in every respect. We have moved our Lodge room several doors north, opposite the Court House, and find it a much more pleasant and commodious room; it is handsomely furnished and fitted up and all are justly proud of it. A number of new members have been added since Buckeye Lodge was last heard from, and one and all are glad we are so prospering.

Our genial Secretary, A. Eddington, has taken unto himself a better half, being married in December to Miss Anna Hannan. Arch is well-known and universally liked here, and their legion of friends wish for them a long and prosperous journey through life.

A wave of prosperity did actually strike some five of the boys, notwithstanding their extreme *bashfulness*, in the way of promotion, and we will say for them all they richly deserved it, for they were all good men.

The Magazine is more than a welcome visitor with all, and its contents are eagerly perused. Its moral tone is excellent. Hoping this will not have greatly tired your patience and be consigned to the waste basket, I am

Shortly.

J. S. TOWNSEND, 1554 Wabash avenue, Chicago, has the finest stock of railroad watchmen in the market. See his advertisement elsewhere.

Personals.

CHAS. HILL, of 45, is a happy father.

W. J. SHARP, of Lodge No. 159, is the proud possessor of a young son.

JAS. ROACH, of 73, is now doing efficient service on the police force of Worcester.

L. C. WILSON, Master of 73, is thoroughly awake to the best interests of his lodge.

"DADDY" CORN, the Master of No. 155, is one of the most popular men on the East Line.

The sincere sympathy of our members is extended to Bro. Blake, of No. 294, in the loss of his brother.

JOE STEWARD, of 141, who has been laid up all winter with a crippled foot, is out among the boys again.

We are glad to note the promotion of R. Kelly, of 141, to the right hand side. His good luck is deserved.

OUR Organizer returns thanks to Bros. Groff and Farley of No. 75, for courtesies received at their hands.

WILL OSTRANDER, of No. 71, has a look of contentment in his face, by the arrival of a boy baby at his home.

WM. COYNE and Ed. Fitzgerald of 45, are reported to have received a beautiful valentine. "Fess up" boys!

C. C. BUNKER, Master of No. 71, was elected Collector of Oneonta, at the last town meeting. We wish him success.

GEO. A. PENDLETON, of Lodge No. 109, was united in marriage to Miss Nellie Daly. Bro. Pendleton has our best wishes.

We almost forgot to let our brethren know that Bro. Thos. B. Crowe, of 45, has lately taken unto himself a better half.

AMONG recent promotions to the right hand side, are those of Bros. J. W. Bobbitt and Thad. D. Beech, of Lodge No. 159.

THE FINANCIER of Lodge No. 129, R. E. Gorham, has proven a faithful and efficient officer, and fills his position in a most creditable manner.

WILLIE, "the Fence Fiend," is the *nom de plume* of one of 141's boys. The people of Washington street know who he is. Eh, Willie?

ON January 27th Bro. Chas. Bliss, of No. 38, was married to Miss Estella Robbins, of Blughampton, N. Y. Chas' bliss is now complete.

W. W. HOSFORD, one of Charter Oak's best members is now general baggage agent on the N. Y. & N. E., with headquarters at Hartford.

At the organization of three branches of Lodge No. 304 the members of No. 45 took an active part for which our Organizer returns his best thanks.

GEO. JEFFEREY, of No. 38, has taken a life partner. The fortunate lady was Miss Ross, a sister of Bro. Daniel Ross. May peace and joy be with them.

H. L. BRIGGS, of No. 115, is superintendent of the Oil Works at Galveston. Bro. Briggs is a noble, whole-souled fellow and would be an honor to any Lodge.

W. W. CURTIS, the enterprising Magazine Agent of Derrick Lodge, No. 217, has taken unto himself a life partner. His many friends extend congratulations.

MARRIED—On Thursday, Feb. 11th, John J. Vaughan and Miss Mary L. Fleming; also on Feb. 4th, Chas. D. Day to Miss Nellie Hinchey. Both grooms are members of 48, both excellent men and well deserving the prizes they have drawn in the matrimonial lottery.

It gives us pleasure to note that Bros. T. S. Whiteside and J. M. Grimes of No. 81 have each been blessed with a little daughter.

MISS EDITH, daughter of Bro. S. R. Wild, of No. 37, was married to Mr. W. H. England, February 17th. Our hearty congratulations are extended to the happy couple.

GEORGE N. BEACH, of No. 71, has been transferred to the right hand side, and the boys wish him success. Bro. G. P. English, of the same Lodge, who has been sick, is recovering.

JEP. SROUT and H. H. Burrus, the "old reliables" of No. 45, still hold forth at Little Rock and respond as usual to every demand that is made in the name of our Brotherhood.

BRO. F. SPENCER's household has been brightened by the addition of a little daughter. Fred left a box of cigars at C. C. Bunker's office, which the boys of No. 71 are enjoying.

CAN any one tell what has become of Mark Boyle's shoes? They were bran new and valued at \$7.00. Mark belongs to 77, and perhaps some of the Rocky Mountain boys can give us the desired information.

JOE BROWN, of 77, of color-blind fame, almost redeemed himself at the ball, on Feb. 12, but lost the laurels at another ball on Feb. 18. He took a tumble, and the boys want to know the cause of the trouble.

GEO. CORBETT and Ed. Harkness are engineers on the N. Y., N. H. & H. and our Organizer reports them thorough gentlemen who are ever ready to extend the right hand of fellowship to a worthy locomotive engineer.

At a recent banquet given at New Haven, Conn., under the auspices of No. 284, one of the boys mistook his butter for Ohio cheese and "forked" it vigorously. He did not realize his mistake until the banquet adjourned to the "skating rink."

J. A. HILL, of 59, who is widely known and universally appreciated, has made a new departure, by exchanging the cab of his engine for an editor's sanctum. We hope the "Double Header" may meet with abundant success.

C. W. JEFFRIES, late of Lodge 155, now of No. 8, and one of the truest men in the Order, was married a short time ago at Penison, Texas. We offer our congratulations and wish Bro. Jeffries and his bride a full share of life's choicest blessings.

IN Buffalo, February 10th, assisted by the Rev. A. V. Eddy, Bro. W. Curtis, of No. 217, and Miss Melda Phipps, of Clintonville, Pa., signed articles to cruise for life on the sea of matrimony. Their many friends wish them a long and happy voyage.

AMONG the good fellows at Jimulco, Mexico, who are endeavoring to spread the Order on Mexican soil, are Bros. Gael, Landon, Koepke, Jones and Tilton, of No. 135. They are true and staunch supporters of our Order, and Bro. Adams, of No. 94, says that in their lexicon there is no such word as fail.

At the home of Mrs. Elizabeth Thompson and her daughter Eva, at Houston, Texas, a weary Brotherhood man is sure to receive hospitable treatment. Miss Eva is in thorough sympathy with the Brotherhood as will be observed by her numerous badges presented in token of her faithful services to the "boys of the rail."

H. H. LINDENBERGER, who will be remembered as one of the pioneer members of No. 45, has been for some years located at Detroit, where he has extensive interests in ticket brokerage. He recently returned to Little Rock to visit his relatives and friends. The boys were all delighted to see Bro. Lindenberg and gave him a cordial reception. Their only regret was that he had not come to stay.

Union Meetings.

The first of a series of union meetings authorized by the Twelfth Annual Convention, was held at Buffalo, N. Y., Sunday, February 28, under the auspices of Buffalo Lodge No. 12. New York City was first selected as the most desirable point and announcement made to that effect, but as no suitable hall could be secured, it was found necessary to transfer the meeting to Buffalo as above stated.

We arrived at Buffalo Saturday morning, and were met at the depot by Bros. Coe, Jacobs, Crossman and others and escorted to the Bender House, which was made headquarters for visiting members. On the following day a secret session was held at Fitch Hall, which was called to order at 2 o'clock P. M., by F. H. Coe, Master of Buffalo Lodge No. 12. Delegates and visiting members were present from Lodges 5, 10, 92, 99, 151, 182, 207, 210, 217 and 248.

The chairman first introduced Grand Master F. P. Sargent, who was cordially received by the meeting. Grand Master Sargent reviewed the work of the Order in a masterly manner. He dwelled at length on the duties of officers of subordinate Lodges, charging them with the responsibilities that had been confided to their keeping. He reviewed the history of the past and also the present standing of the Brotherhood and outlined what he conceived to be a glorious future if all who are interested in our cause are true to obligation and duty.

At the close of the Grand Master's address, Grand Instructor J. J. Hannahan was introduced and received with marked enthusiasm. Bro. Hannahan first exemplified the secret work of the Order and instructed the meeting in the work of the ritual, after which he delivered an extended address on Brotherhood topics from observations made during his travels as Grand Organizer and Instructor. He called special attention to the improved condition of Locomotive Firemen who were members of our Order in comparison to those who had not embraced its benefits. In localities where the Brotherhood does not exist, the Firemen, as a rule, receive meagre wages and their condition is in all respects as was the condition of Firemen generally before the Brotherhood began its work of reform. "It is our duty," said the speaker, "to extend our Brotherhood until it embraces all localities and all railroads, to the end that we may be united in all that is necessary to carry forward the work of our Order to a successful issue, and thus secure for our calling the recognition it deserves, and for our members those rights which they are daily earning in the discharge of their hazardous duties."

Bro. E. V. Debs, Secretary of the Grand Lodge, next addressed the meeting upon some of the vital questions of the day. A general discussion then followed which was participated in by Bros. C. Dugan and A. L. Jacobs, of No. 12; Bros. T. S. Taylor, and S. H. Quackenbush, of No. 207; T. L. Hoyt, of No. 5; F. Sleeper, of No. 217; Thos. McHattie, of No. 151, and others. The meeting closed with a stirring address by Grand Master Sargent.

In the evening a public meeting was held at the same hall, which was attended by a goodly number of the friends of the Order, including the wives, sisters and mothers of members, and other ladies. The following programme was arranged for the occasion:

- 1—Prayer Rev. Henry Ward.
- 2—Address of Welcome—
His Honor, Mayor Philip Becker.
- 3—Music
- 4—Address, G. W. Partridge, Prest. Common Council.
- 5—Address, F. P. Sargent, Grand Master, B. of L. F.
- 6—Address, Ald. M. A. Callihan, (an old engineer).
- 7—Music
- 8—Address, J. J. Hannahan,
Grand Organizer, B. of L. F.
- 9—Music
- 10—Address, D. S. Dickinson, of Buffalo Lodge No. 12.
- 11—Address, E. V. Debs, Grand Secretary, B. of L. F.
- 12—Music
- 13—Doxology—(Close.) The Audience.

Praise God from whom all blessings flow,
Praise Him all creatures here below,
Praise Him above ye heavenly host,
Praise Father, Son and Holy Ghost.

The address of His Honor, Mayor Becker, was earnest and impressive. He spoke in high terms of the aims and purposes of the Brotherhood, and extended to the delegates and visiting members a hearty welcome to the Queen City of the Lakes.

The address of Mr. Partridge, President of the Common Council, was highly complimentary to the Order and was listened to with marked attention.

Alderman M. A. Callihan, who is an old stalwart of the foot-board, being still in active service as a locomotive engineer, spoke pleasantly to the audience and put in some good words for the knights of the scoop.

Grand Master Sargent's address was very appropriate to the occasion. It was delivered in an impressive manner and enlisted for the speaker the closest attention of the audience. The following is a full text of the address:

MR. CHAIRMAN, LADIES AND GENTLEMEN AND BROTHERS: Twelve years ago, in a city in this State, there assembled eleven men who followed the vocation of Locomotive Firemen, and organized what is now known as the Brotherhood of Locomotive Firemen of North America, and under the auspices of Buffalo Lodge No. 12, of that organization, we assemble here in this beautiful city by the lake. At that time, those men little dreamed that they were laying the foundation of a structure that would grow to such large proportions as has the Brotherhood of Firemen; that in twelve years its Lodge fires would be lighted in nearly every State in the Union and in the Canadas and Mexico; that its membership would number thousands and its members locate wherever the "iron horse" proclaimed the triumphs of civilization; that it would dispense in charities over \$447,000; and yet such is the history of the Brotherhood in whose interest this meeting is held, and those of that noble band that twelve years ago first sowed the seed from which this grand Order has sprung, must look with feelings of pride upon the organization and realize that they have been repaid a thousand fold for the efforts put forth to lay its foundation. They were no doubt prompted to organize the Brotherhood from their observations of the workings of the Brotherhood of Engineers, an Order that had at that time been in existence over eleven years, and during that time had been the means of advancing the interests of enginemen and elevating their social standing. I am prompted to call the Brotherhood of Locomotive Firemen an off-spring of the Brotherhood of Locomotive Engineers. We certainly owe a large amount of gratitude to that organization, for at the beginning, when the Brotherhood of Firemen was but an infant, the Brotherhood of Engineers gave us succor and support—their Lodge rooms were thrown open to us and the first students of our Order were often instructed and advised by the members of that Brotherhood, and in view of all these facts I believe that it was the influence of the Engineers' Brotherhood that prompted the organization of the Firemen. The founders of our Brotherhood saw the need of a society for the benefit of Firemen, and with a view of bettering their condition, socially, morally and intellectually, the Brotherhood was organized. At the organization they laid the foundation stones that have proved to be lasting, and upon which we have reared a structure that to-day towers as high as any labor organization, and whose influence is felt wherever the whistle of the locomotive or the busy hum of industry is heard, and the banner of the Order floats proudly over the citadels of three hundred and five Lodges. When we contemplate the growth of the Order, how in twelve years it has grown in membership to sixteen thousand, and during that time has dispensed in charities alone four hundred and forty-seven thousand dollars, we are led to believe that the Order has good principles, and that it is built on a solid foundation; and in order to convince ourselves that such is the case, let us turn to the preamble of the Constitution and examine it carefully and ascertain just what the teachings of the Brotherhood are—see if they are worthy of the endorsement of railroad officials and men in all stations of life; if they are a benefit to society, and if its members are better men, better husbands, better fathers; and if on examination we find that

its teachings are good, that the mission of the Order is one of charity, and that it benefits mankind, then let us determine here to-night to endorse and support the Brotherhood of Locomotive Firemen of North America.

We read in the preamble: "For the purpose of effecting a unity of the Firemen and elevating them to a higher social, moral and intellectual standard, and for the promotion of their general welfare and the protection of their families, the Brotherhood of Locomotive Firemen has been organized." Where is the man that will not say amen to all that is contained therein? What grand conceptions for the welfare of others. How much good can come to one that fulfills the requirements of an Order with such principles as these?

The men saw a need of educating themselves to a higher standard and of being better able to protect themselves and their families from want, and in order to do this they must bind themselves together by chords of fraternity and be governed by laws of truth and justice, and by being organized to protect each other they must provide means whereby they could assist one another when sickness should overtake them, and when death should snatch one from among them that they might be able to care for those left behind; and with these ends in view they commenced building this temple and laid for the corner stones, Benevolence, Sobriety and Industry, three most excellent precepts, and certainly worthy of our commendation.

We find that the motto of the Brotherhood, if we take it in its regular order is Benevolence, Sobriety and Industry, but in our discussion of its merits we will first take sobriety. We find this to be one of the teachings of the Order, and the candidate on entering is firmly impressed with the necessity of carrying out this part of the law. His attention is called to the great responsibility that rests upon him—that he must always be ready to respond to the call for duty, and when upon the rail, no matter whether he beat the throttle or feed the furnace, he must have a care for the precious lives entrusted to him and the vast amount of property that he has in charge, and ever be on the alert to guard against danger. If there is any vocation in life that calls for sober men, it is that of enginemen, and temperance is one of the teachings of both the great Brotherhoods, and their laws are very strict upon this subject. And thus you see that the members of the Brotherhood, who to-day man the locomotives that draw the cars within which ride your wives and children, and in which millions of people are transported every year, are men that have a steady nerve and clear mind, ever watching, always to be relied on, because they are taught sobriety by the Brotherhood.

We take up the daily press and read of railroad accidents caused by broken rails, misplaced switches, defective bridges, wash-outs and other causes, but seldom, if ever, do you read of an accident caused by a drunken engineer. It was not always so; but the influence of the Brotherhoods of Engineers and Firemen and their teachings of sobriety, have placed upon the countless locomotives temperate men. And thus you see this feature alone of our Brotherhood, one which all classes of men should endorse. Who can estimate the serious accidents that would occur were the Enginemen of to-day prone to be intemperate? And I am confident such would be the case, were there no Brotherhoods to exert an influence over them to live a life of sobriety. Being sober, a man becomes industrious, and thus we find that one of the mottoes of the Order is Industry. Go where you will, in any community, and show me a temperate man, and I will show you an industrious one. Sobriety leads to industry, and by being industrious our members can carry out the first teachings of the Order, Benevolence, for the industrious man is always provided with means to assist his fellows, and bound together in fraternal relationship, he is ready at all times to render aid to those in distress. The thousands of dollars that have been paid out by the Brotherhood of Firemen, have gone to the homes of the widows and orphans of our deceased brothers that have met their fate upon the rail. The aged mother has been cared for, and often the loving sister, who depended upon her only brother for support has been visited by this guardian angel of our Order, and the benevolent offering of our members,

brought sunshine and gladness where there was naught but despair. Our members have visited their sick and maimed comrades, and many of our brothers to-day that are crippled for life, through accident or disease, find their days made happy by the benevolence of the Brotherhood, and had it not been that our members were sober and industrious, they certainly would not have been able to contribute so much to the comforts of others. Through the influence of the Brotherhoods, the railroad men of to-day have become sober, industrious, and benevolent. They dispense their charities with a lavishness that would put to shame some of our so-called charitable associations provided by some of the humanitarian directors and managers of our leading corporations, endeavoring to compel employees to join, offering them but a small benefit compared to what the corporation receives. The Brotherhood gives to every member the sum of \$1,500 when disabled from performing manual labor, or at death we pay the same amount, providing he conforms to the laws of the Order, and no matter where the member is located, as long as he pays his assessments and dues, just so long he will receive his full benefits. These insurance schemes that the railroads are to-day advancing, do not give the member the privilege of working in any section of the country, and retain their benefits, but when they leave the employ of the company, they must give up all rights, lose what they have paid during the years that they have worked on the road. I am sorry that there are some of our leading roads to-day that are trying to compel the employees to insure with them, but our men do not believe in compulsory insurance. They are filled with the spirit of freedom—that freedom of which our country boasts, granting all men the right to be guided in their actions by the dictates of their own conscience. I believe the men on our railroads to-day are capable of taking care of themselves, that the time has not arrived when it is required to appoint a guardian for the engineers and firemen. I have no objections to railroad corporations having as many insurance schemes as they see fit, but I do consider it wrong to make them compulsory, or to require that every man that enters the service of the company must be a member of their insurance. We all have our own ideas of what we consider best for us, and the members of the Brotherhood of Firemen know that they are well protected as long as they live up to the laws of the Order, and they do not feel disposed to become members of insurance companies that only protect them as long as they are in their immediate service.

And now, my friends, I have shown you that our Order teaches sobriety and industry, that it practices benevolence in every sense of the word, that all its members are made better, socially, morally and intellectually, that we are giving to you better firemen, that you are getting better engineers, that you are getting a better class of citizens, all through the influence of the Brotherhoods, and when I say Brotherhoods, I take in all, for they are all doing a grand work. The engineers, conductors, brakemen—all have their sphere to work in, but when it comes to speak of the good influence that these several orders are exerting, they all stand on the same broad platform on which all the fraternal societies of the world are based, Truth and Justice, and carry on the good work of reform that has been evident ever since the advent of the first Brotherhood, the engineers, twenty-two years ago.

Brothers, there is a broad field before us, we are just in our infancy, there is many a fireman that we must teach and train in the way of truth and manliness. We are a school of training, we take the man and teach him what constitutes a good fireman, we make him a sober, industrious man, and when the time comes for his promotion, the Master Mechanic promotes him because he knows that he is capable and efficient, and that he will make a good engineer. Let us teach our members so to live that they will always be in demand, teach them to be prompt and attentive to duty, always ready to answer to the call, and with agreeable manners and gentlemanly deportment, show that they are men of worth, and I promise you that railroad officials will not be long in recognizing their merits, and while promotion may come slow, it will surely come to the deserving—and let us make all our men deserving ones.

Should we at any time be aggrieved, and feel that we are misused, instead of making threats or demands, let us go to the proper persons and lay our grievances before them, requesting nothing but what is just and fair, always willing to be generous, and I am certain that we will always be justly dealt with. Should there come a time when imposition is practiced upon us, let us use discretion, and deal justly, and in so doing earn the good will and respect of all.

At the close of the address the speaker received the cordial applause of the audience.

The exercises were carried out according to the programme, and at the close, all joined in singing the doxology. The evening was pleasantly spent and the entertainment closed at 10:30 p. m. We are under obligations to the members of Buffalo Lodge, No. 12, especially to Bros. Jacobs, Crossman and Coe, for the many courtesies received at their hands during our stay in Buffalo.

PHILADELPHIA, PA.

By special invitation we visited Philadelphia and attended a union meeting held Tuesday evening, March 2d, in Dover Hall, under the auspices of United Lodge No. 60. There were delegates and visiting members present from Lodges 60, 72, 75, 220, 231, 252 and 283. The attendance was quite large and the meeting was one of great interest to all.

Grand Master Sargent presided over the meeting and delivered the opening address, in which he discussed all questions of interest to the Order in an earnest and logical manner. Following the Grand Master, Grand Instructor Hannahan was introduced and exemplified the secret work, closing with a well-timed speech on the good of the Order, which met with general approval.

Bro. E. V. Debs, Grand Secretary, next followed in an address of some length. A general debate followed, the principal theme being the "Relief Department of the Pennsylvania R. R." Addresses were made by Bro. J. Gibbs, of No. 72, J. D. Myers, F. Dupell and B. F. Merton Keffer, of No. 75, and Bros. J. B. Cash and B. J. Conner, of No. 231. The closing address was made by that gallant old veteran, Bro. J. L. Bodey, of United Lodge, No. 60, whose ringing words echoed and re-echoed through the hall and brought forth the most enthusiastic applause. At the close of the meeting, a multitude of waiters came filing in and in a few moments the spacious room was transformed into a banquetting hall. The tables were laden with all the good things of the season, and when the word was given the huge delegation began its work of replenishing the inner man, which was done in a manner to suit the most fastidious. There was but one occurrence to mar the pleasures of the evening, and that was the illness of Bro. Frank Dupell, better known as the "Lunch Fiend of the Delaware." Bro. Dupell had scarcely eaten a dozen plates of oysters until he began to complain of a loss of appetite, and from that on till the close of the banquet he manifested the most alarming symptoms, until finally a committee of six was appointed to take him from the hall. We are pleased to announce that he has recovered from his indisposition, and that he is now prepared to enter the field against all competitors. We were royally entertained by our Philadelphia brethren, and shall long remember our sojourn among them.

JERSEY CITY, N. J.

At Jersey City a union meeting was held Wednesday evening, March 3, under the auspices of Washington Lodge No. 13. Grand Master Sargent was the first speaker, and for more than an hour he held the attention of the meeting by his able and earnest discussion of the aims and purposes of the Brotherhood. He was followed by Grand Instructor Hannahan, who exemplified the secret work and then addressed the meeting at some length in an able and interesting manner.

Grand Secretary Debs next took the floor in the interest of the Brotherhood. He was followed by Bro. J. J. McCaffrey, of No. 149, Bro. C. A. Wilson, of No. 13, Bro. Geo. Auchter, of No. 3, and Bro. Wm. Weiler, of No. 271, all of whom spoke words of en-

couragement and cheer for the Brotherhood. Our Jersey City brethren are active and wide-awake and are doing their full share of good work.

SUSQUEHANNA, PA.

From Jersey City we took the train for Susquehanna, where we arrived at 1 o'clock A. M., Friday, the 5th. In the afternoon a meeting was held under the auspices of Keystone Lodge No. 208, which was well attended. Delegates and visiting members were present from Lodges 1, 62, 169, 208, 228, and 283. The meeting was addressed by Grand Master Sargent and Grand Secretary Debs. Grand Instructor Hannahan having left us at Jersey City to organize a Lodge at Concord, N. H. A lively interest prevailed, and there was every indication of activity and energy among the members of the Order.

In the evening another meeting was held which was largely attended. The secret work was exemplified and then followed a general debate in which every member took part and "had his say." A number of the members of No. 283, were present and participated in the meeting. The difference heretofore existing between the members of No. 208 and 283 was amicably adjusted and now the best of feeling prevails among them. The Susquehanna meeting was in all respects a success and the general opinion was that much good was accomplished.

ERIE, PA.

The last meeting was held at Erie, Pa., under the auspices of Good Intent Lodge, No. 182, Saturday evening, March 6th. The meeting was presided over by Bro. T. F. Judge, the able Master. Grand Master Sargent was first presented, and delivered a spirited address on the aims and objects of the Order, closing with an earnest appeal to the members to be faithful to their obligations and true to all their trusts.

Grand Secretary Debs next addressed the meeting. He was followed by the Master of the Lodge, Bro. T. F. Judge, who responded very ably in behalf of the Lodge.

At the close of the meeting an invitation was received to meet in joint session with the Brotherhood of Railroad Brakemen, who had just completed the organization of a Lodge of their Order in the adjoining hall. The invitation was accepted, and shortly after the members of the two Orders were seated together and called to order by Grand Master Wilkinson, of the B. of R. B., who introduced Grand Master Sargent, of the B. of L. F. Bro. Sargent delivered a very eloquent address to the new members of the B. of R. B., admonishing them to be true to the principles of the Order, and to make their Lodge the peer of the best. The address of Grand Master Sargent was enthusiastically applauded.

Bro. E. V. Debs, of the B. of L. F., next made a few remarks, in which he expressed his high regard for the B. of R. B., and his decided approval of its aims and purposes.

Grand Master Wilkinson, of the B. of R. B., responded in well selected words in behalf of his Order, and paid a glowing tribute to the B. of L. F. His remarks were heartily applauded.

We are pleased to say that the members of No. 182 are broad-gauge fellows, good Brotherhood men as can be found, and with Bro. Judge to lead and direct them they will march forward to certain victory.

The union meetings thus held, while not so largely attended as would have been desired, were productive of much good. We found the Order in the East in good condition everywhere and the members thoroughly active and in earnest. They realize to the fullest extent the good work that is being done by the Brotherhood, and, be it said to their credit, they are awake to the demands of duty and will be found at their posts. From the time we arrived at Buffalo until we left Erie, we were received everywhere in the same cordial manner, and everywhere we found the same earnest desire on the part of the men to advance the best interests of the Brotherhood. Our Eastern Lodges are fully equipped, in perfect harmony and in every respect an honor to our Brotherhood.

NOTES.

"More pie."—Frank Dupell.

"Give us the business!"—Charley Murray.

F. H. Coe made an excellent presiding officer.

Wm. J. Bruman makes No. 12 a first-class Secretary.

The champion of the skating rink—I. H. Crossman.

Dan E. Barry wears the blue on patrol duty with becoming dignity.

C. A. Allen, of 208, represents six feet of solid Brotherhood timber.

Joseph Shepherd is a financier who knows his duty and performs it.

B. F. Merton Keffer, is one of the brightest young members in our Order.

John Farley, of No. 75, has all the qualities of a true Brotherhood man.

The loyalty of Bro. Chas. Murray, of No. 75, to our Order is above question.

Enterprise Lodge is bound to prosper with such a Master as Bro. A. S. Groff.

Tom S. Taylor is possessed of staying qualities of the first order. We like him.

Thomas McHattie, of Hamilton, was with us, heart and hand, as he always has been.

Al Morehouse is always "red" to do the best he can to promote the welfare of the Order.

A. L. Jacobs is an indefatigable worker in the cause. He is one of the mainstays of No. 12.

Tip Report: "Out with Bro. Jacobs last night looking after Brotherhood business"—Crossman.

Frank McGill, of No. 60, is brim full of enthusiasm. He carries the Brotherhood next to his heart.

B. J. Connor's sentiments have got the right ring. His doctrines are sound and will do to subscribe to.

C. Duggan is the "Great Objecter" of No. 12. He likes to "touch up" the boys once in a while, you know.

Good Intent Lodge is manned by a crew of whole-souled, splendid men who are fully abreast of the times.

As a Secretary, W. B. Smith, of 208, is a success. We were pleased with the manner in which he performed his work.

E. J. Dwyer presides over Washington Lodge No. 13 with signal ability. He has an eye single to the welfare of the Order.

At Jersey City we had the pleasure to meet Bro. Wm. Weiler, of No. 271, whose interest in the Order knows not abatement.

We enjoyed the short ride from Susquehanna to Great Bend immensely, in company with "Lackawanna's" gallant members.

C. Anderson represents a Financier second to none in our Order. The boys at Susquehanna have unlimited confidence in him.

His Honor, Mayor Philip Becker, of Buffalo, is a thorough gentleman, in whom the members of No. 12 have a true and sincere friend.

As a matter of course, Bro. Sam H. Quackenbush had to be on hand. He is one of the kind you can stake your "chips" on without fear of losing.

If suggestions are in order we modestly propose the name of Bro. A. Morehouse for the chairmanship of the committee on ritual and secret work.

J. F. McCormick and H. P. Trowbridge are faithful and painstaking officers, and are doing their level best to promote the interests of their Lodge.

We found Bro. C. A. Wilson, of Jersey City, at work with his usual zeal in the interest of his Lodge. Bro. Wilson is one of our most active workers in the east.

T. F. Judge is just the man to lead the boys at Erie.

He combines all the qualities of leadership and we bespeak for his administration a rounding measure of success.

J. J. Leahy, although comparatively a new member, starts out like an experienced veteran and his high purpose is to place No. 293's name high on the scroll of fame.

Alderman Callihan, of Buffalo, who is one of the oldest engineers running into that city, has our best thanks for his courtesies which were extended to us with an opulent hand.

If there is any particular thing that Joe Cash is partial to, it is a "Relief" scheme. Joe is true blue, and in "the times that try men's souls" he will be found with his face to the front.

There is no man in our Order who manifests a more commendable zeal in the "good of the Order" than Bro. J. J. Lannan, the enterprising young Master of Keystone Lodge No. 208.

F. J. May is Master of his Lodge in the best sense of the term. He is ambitious, wide-awake and enterprising, and if 283 does not thrive under his supervision we will miss our guess.

J. J. McCaffrey is the embodiment of the principles of our Order. He is respected by his employers for his fidelity to duty and loved by his friends for his genial qualities and his steadfast devotion to the right.

We were agreeably surprised to meet Grand Master Wilkinson, of the B. of R. B., at Erie. The Lodge he organized there is made up of men of exceptional intelligence and will no doubt rank with the best in the Order.

George Auchter is one of the central figures in Brotherhood circles at Jersey City. He is not only honored in his own Lodge, but has the confidence and respect of all who know him.

Bro. J. Saunders, of No. 10, whom we had the pleasure to meet in Buffalo, is the most accomplished "snorer" on record. The stroke is easy and regular and the escape is not unlike a steamboat whistle. For all that, Bro. Saunders is one of our kind of men.

The conference committee to whom was submitted for adjudication the difficulty that so long existed between Lodges 208 and 283 was composed of men of clear judgment and clean-cut ideas of right, and the amicable adjustment that followed was a foregone conclusion.

It is always a source of pleasure to meet such a man as John L. Bodey, of Philadelphia. He is manly, independent, courageous and conscientious. His membership dates way back in the seventies, and from that time to this he has never wavered in his loyalty to the Brotherhood of Locomotive Firemen.

Talk about your old war horses, you ought to meet G. R. Nichols, of No. 11. His hair is turning and his face is somewhat wrinkled but his heart is young and he carries with him the freshness of spring. In all our travels we never met a more enthusiastic supporter of our Brotherhood. He is an old "Knight of the Throttle," but will never go back on "the boys."

At Philadelphia we regretted sincerely the illness of our old friend and co-worker, Bro. Harry Walton, whom we found confined to his room with a complication of troubles. Harry is a necessary part of our Brotherhood, his great soul has ever been enlisted in our cause and he has a place in the hearts of all his fellow-members. He has all our sympathy in his sickness, and we earnestly hope to learn of his speedy and entire recovery.

Frank Dupell's "lunch" at the reception consisted of thirteen dishes of oysters, twenty-two slices of ham, bread, cold meat and slaw in proportion, which were washed down with a kettle and a half of coffee. At 3:30 A. M. the "lunch fiend" was looking for a lunch stand "to eat a bite before going out on the road," averring that he felt too faint to work on an empty stomach. No wonder poor Harry Walton is sick. He is suffering from the ravages of the irrepressible "Lunch Fiend of the Delaware."

The Pennsylvania Railroad Relief Department.

On January 25th, the Pennsylvania Railroad Company, through its President, Mr. G. B. Roberts, issued a circular notice to its employees that a "Relief Department" had been instituted, to be known as the "Pennsylvania Railroad Relief Department," for the purpose of providing employees with specific relief in the event of sickness, injury or death.

As the proposed scheme drew upon the salaries of the employees in monthly installments, without their consent or authority, and as their approval of its provisions had not been requested or secured, a spontaneous feeling of opposition sprang up and in a remarkably short period developed to prodigious proportions. There was soon a demand for organized action, and on February 15th the first meeting of the Grievance Committee of our Order, representing Lodges on the Pennsylvania system, was called. The following Lodges were represented by the Chairman of their Grievance Committee: No. 3, Geo. Auchter; No. 7, H. A. Welvert; No. 11, H. Strouse; No. 72, Wm. Wiggins; No. 75, B. F. Merton Keffler; No. 174, B. Austin; No. 214, Robt. Carnan; No. 231, Joe B. Cash; No. 252, C. W. Downs; No. 253, H. B. Eldridge; No. 287, C. W. Armstrong; No. 292, J. S. Green.

The meeting was well attended, and various methods of procedure were introduced and discussed. A committee was appointed to confer with the Brotherhood of Locomotive Engineers, who were also in session, with a view to co-operating with that body in the adjustment of the grievance under consideration. This resulted in a joint session of the two Brotherhoods, at which it was resolved that "live or die, sink or swim," they would stand by each other and harmonize in all their operations against the "relief measure" that had been thrust upon them. At this meeting Mr. Joseph Kiley, of the B. of L. E., presided, and it is simple justice to that gentleman to say that no one could have discharged that duty more satisfactorily. Mr. Kiley was calm and deliberate and exercised splendid judgment, and the firemen are a unit in extolling his tact and diplomacy.

The following resolutions were adopted by the joint session, viz:

Resolved, That the General Grievance Committee request the President and General Manager of the Pennsylvania Railroad Company that engineers and firemen now employed in said Company be entirely excluded from the relief department or insurance plan which the Pennsylvania Railroad Company has introduced among their employees; not only the engineers and firemen now in the employ of the Company, but also engineers and firemen who may be employed or promoted to fill those positions in the future. That this will apply to any man who is a member of the Brotherhood of Engineers or Brotherhood of Firemen in whatever capacity he may be engaged or employed in said Company.

Resolved, That no engineer or fireman shall be discharged, suspended or in any manner debarred from any privilege on account of not being a member of said relief department.

Resolved, That if the charge is brought that the foregoing clause has been violated by any officer of the company, the General Grievance Committee shall, with the General Manager of the Pennsylvania Railroad Company, proceed at once to investigate the charge, and if proven true, the wrong shall be immediately righted.

On the following day a committee of six engineers and six firemen was appointed to meet and confer with General Manager Pugh and convey to him the sense of the meeting. The committee of the engineers consisted of the following named gentlemen, viz: A. J. Reynolds, S. F. Manahan, Chas. G. Fox, W. H. Gurney, W. C. Garner and W. B. Gott. The firemen's committee consisted of Geo. Auchter, B. F. Merton Keffler, Joe B. Cash, H. O. Motter, C. W. Armstrong and Wm. Wiggins. Mr. James Kiley, of the B. of L. E. was unanimously chosen as the chairman of the committee. The committee waited on General Manager Pugh, but that gentleman declined to meet the committee as representing any labor organization. He was perfectly willing to meet them as employees of the Pennsylvania Railroad Co., and as such he would be glad to hear their grievances.

The committee withdrew and submitted their re-

port when it was resolved to send for Grand Chief Arthur and Grand Master Sargent. When the Grand Officers arrived, a joint session was held at which Grand Chief Arthur and Grand Master Sargent agreed to co-operate with each other and to act as one body in resisting the relief measure then under consideration.

Addresses were made by Mr. Arthur and Mr. Sargent indicating a thorough understanding and a mutual respect for the rights of the respective Brotherhoods. The deliberations throughout were harmonious and a united and determined feeling prevailed to stand by the men in their grievances until a final adjustment was effected no matter what the outcome might be. Words of encouragement were spoken on both sides.

Delos Everett, the grand old veteran of the B. of L. E. whose name is revered by all men of the foot-board made a stirring appeal to the men. He counseled prudence, caution and moderation in all things, but firmness and determination in the defense of the right.

W. C. Garner, of Pittsburg, and W. B. Gott, of Altoona, also members of the B. of L. E. and gentlemen of decided abilities and broad views, addressed the meeting with telling effect.

Geo. Auchter, Joe B. Cash, B. F. Merton Keffler and others ably voiced the sentiments of the firemen in well timed addresses. The two bodies were thoroughly in sympathy with each other. They were fully aroused to the nature of the situation and prepared to meet it and together abide by the consequences.

A sub-committee was appointed to again request an interview with General Manager Pugh in behalf of the Brotherhoods. When the Committee made known its mission General Manager Pugh requested that the General Committee call on him in reference to the matter. In the interviews that followed between the officials and the committees the questions at issue were closely contested, and as a result the request of the Committee was practically conceded, as evidenced in the following letter from the General Manager to the Committee, viz:—

OFFICES OF THE PENNSYLVANIA RAILROAD CO., }
PHILADELPHIA, February 23, 1886.

GENTLEMEN:—Since our recent interview, I have had several consultations with the officers of the Company and with the President, as to the propriety of omitting from the relief department the obligatory features, you, with other employees, have called our attention to as being objectionable, and have reached the conclusion that the interests of the employees would be best served by leaving out that feature, which will accordingly be done. * * *

Yours truly,

CHAS. E. PUGH,
General Manager.

To Mr. Jos. Kiley, and others of the Committee.

The committee submitted the communication of General Manager Pugh to the meeting, and after discussing its provisions it was agreed to accept the conditions inasmuch as they practically conformed to the request made by the engineers and firemen.

We congratulate both the engineers and firemen upon the manner in which this affair was adjusted. It was managed with eminent tact and sound judgment, and reflects the greatest credit upon those who had the matter in charge.

We desire to say for ourselves that we attribute the success of the movement entirely to the harmonious co-operation of the two Brotherhoods. Had there been any difference between them the result would have been far different.

We have every reason to feel satisfied with the manner in which we were treated by the representatives of the B. of L. E. They met us a generous half way, and in all their dealings with us they gave evidence of their desire to meet us upon a common ground whenever and wherever the interests of engineers and firemen, members of the respective Orders, are involved.

So may it be always! The example set at Philadelphia should be emulated everywhere, to the end that the two grand Brotherhoods of Locomotive Enginemen may be one and inseparable in defense of their common rights.

Amusements.**PALESTINE, TEXAS.**

On January 22 Neches Lodge No. 156 held its second annual ball at the Temple Opera House. The room was well filled and everybody pronounced it one of the pleasantest events of the season. Supper was furnished in the hall by Mrs. Mayfield and Mrs. McMillan, assisted by numerous lady friends of the Order.

On the evening of January 23 our Lodge was opened in order, but all regular business was suspended, as our Lodge room was taken possession of by the ladies, who had furnished the supper for our ball. They were welcomed by our Master, and then Mrs. Mayfield, on behalf of the ladies, presented the Lodge with the proceeds of the supper, amounting to \$95.00. The Master and several members expressed the thanks of the Lodge, after which the ladies presented a large cake and some of the brothers procured fruits and wine, and a very pleasant evening was the result. About 10 P. M. we separated, fully resolved that if spared by Him who doeth all things well to meet for a third grand ball in 1896.

NEW HAVEN, CONN.

The following clipping from the New Haven Union explains itself: The members of Elm City Lodge of the Brotherhood of Locomotive Firemen gave their first annual ball at the old Union Army last night. The hall had been very prettily decorated for the occasion and the ball proved a grand success, which must have been as gratifying to its promoters as it was enjoyable to the firemen's guests. The grand march, participated in by over 200 couples, was led by Joseph A. McCabe and Miss Lina Sherwood. Thomas' orchestra furnished delightful music. The committees in charge of the affair were: Floor Committee—Joseph McCabe, M. McNulty, C. T. Downs, E. S. Alling, Edward Dugan, William Delbert, G. O. Hall, W. Barber, B. F. Pollard, Charles T. Allen, Edward Elmandorf, J. N. Penfold.

Reception Committee—Fred, Field, Chairman; W. Graham, Charles M. Bahan, James Armitage, F. W. Griswold, W. Smith, P. J. Steinway, Levi Rude, M. Regan, F. J. Cronan, H. Gamster.

Committee of Arrangements—Charles H. Alling, Chairman; Charles Lewis, Edward Farrall, J. H. Hall, G. A. Blake.

The handsome decorations were loaned by F. M. Brown & Co. and were arranged by Thomas E. Rourke and Thomas F. Lynch.

ALBANY, N. Y.

The following is taken from the Albany Press: Bleecker Hall was filled with a merry throng last night, one that made the second grand ball of Albany City Lodge No. 230, Brotherhood of Locomotive Firemen, an event that will be long remembered for its pleasures.

The grand march, which started promptly to Topf's music at 9:30, was led by Chief William H. Bagley and Miss Clara F. Van Cott, and was participated in by one hundred couples.

Among the visiting members present from sister Lodges were Bros. T. Lynch and lady, of Just In Time Lodge No. 149, New York; C. Lowell and wife and F. P. Brooksby and wife, of Lodge No. 215; Geo. A. Palmateer and wife, C. Weeks and wife, J. E. Van Vrauken and wife, Bro. Chase and lady and Bro. Warner and wife from 18-K Lodge No. 210, Schenectady; also Bros. Ryan and Lee, from Saratoga Lodge No. 209, Whitehall. The members of No. 230 were well pleased to see the sister Lodges so well represented, and hope it will not be the last time for them to meet.

One of the principal features of the evening were the dancing orders, which were presented as a souvenir to every lady present. The orders were composed of gold lace surmounted with a pair of wax hands clasped in friendship, which were encased in ruching of lace tulle, and decorated with flowers.

JUNCTION, N. J.

The first annual ball of Wilson Lodge was held in Wells' hall, Jan. 21, inst., and was a notable gathering of railroad men in all branches of the service. The festivities were ushered in by a grand march of seventy couples, led by Mr. A. Kirkendall and wife.

The floor at midnight, when the festivities were at their zenith, presented a very animated appearance, with the handsomely dressed ladies, and the dashing managers who vied with each other in making it pleasant for their guests. It was a night of genuine pleasure for this hard-working class of men who from the very nature of their calling are constantly exposed to danger and death. The supper tables, presided over by Mrs. Joseph Osmun and Mrs. John Evelyn, presented a most beautiful appearance and the viands wherewith they were loaded, tasted even better than they appeared. Those ladies deserve great credit for their untiring energy in trying to make this first social gathering a success. The ball rooms appeared unusually pleasant and inviting that evening, owing to the endeavors of Messrs. Maxwell, Osmun and Geary to make them so, they having devoted a good portion of their time for several days in trying to make them look their best. Bro. C. J. Rogers, of No. 11, was one of the guests, and seemed to enjoy himself to the fullest extent.

G. B. WELLER.

GALION, OHIO.

We are under obligations to Bro. I. H. Cronin, for the following report of the late ball of Eclipse Lodge No. 107: We gave our Third Annual Ball, January 28, and it proved a success in every sense of the word. The City Opera House was elegantly decorated and about 300 couples assembled to trip the light fantastic toe, to the music of Freeman's and Boston's band of Cleveland, and each and every one seemed to enjoy themselves. At the intermission, the party repaired to the Capitol House, where a splendid supper awaited them. Everybody came from supper satisfied, and then danced away till the "wee sma" hours of the morning, when the programme of twenty-six dances was concluded. The gentlemanly manager of the Bee Line, and Master Mechanic Garstang of Brightwood, furnished passes for the band, and General Superintendent Clements, of the N. Y. P. & O. passed every person on the line of his road holding a ticket to the ball. We extend our thanks to these gentlemen for the favors received at their hands, and will ever remember them with gratitude. Our Worthy Master, C. H. Ness, was General Manager, and filled his place with ability. The Floor Managers also saw that all strangers were well taken care of and enjoyed themselves, and in fact all committees filled, their places with ability.

ST. LOUIS, MO.

The third annual ball of Peace Lodge No. 109, B. of L. F., occurred at Masonic Hall, St. Louis, on the evening of January 19th, and proved to be a brilliant affair, and was largely attended by the elite of the city. The hall was tastefully decorated with flags, headlights, lanterns, and other paraphernalia representing the occupation of the gentlemen under whose auspices the ball was given. Conspicuous upon the stage was a miniature locomotive, complete in every part, and it proved to be the center of attraction among all the other beauties of the decorations.

Promptly at nine o'clock the band played the grand march, and over one hundred couples, led by Bro. C. E. Amos and lady, wound around the hall, making all the different changes incident to the procession of Terpsichore. From this time until midnight the floor was filled with a gay throng of merry dancers. The beautiful costumes of the ladies and the blending of the decorations presented a striking scene of pleasure.

At twelve o'clock supper was served in the banquet hall, and the tables were loaded with viands, and would satisfy the most fastidious. Supper over, dancing was resumed, and at six A. M. Bro. Fischer announced that the terminal station was reached, and all departed, and another happy event was chronicled in the history of Peace Lodge. The success of the ball was in a large measure due to the untiring efforts of the Committee of Arrangements. Everything was conducted in a way to please all; special attention was given to all guests by the Committee, so that every one went away happy. We are glad to hear that the ball was a financial success, as well as a social one.

Resolutions.

WHITEHALL, N. Y., FEB. 2, 1886.

At a regular meeting of Saratoga Lodge No. 209, held February 2d, the following resolutions were adopted:

Resolved, That the thanks of this Lodge be tendered to Supt. J. L. Cory and M. M. Geo. Bennett, also to Messrs. F. Keeler, W. A. Wilkins, W. H. Taft, of Div. 217, B. of L. E., and others, for assistance rendered us to make our first annual ball a success.

Resolved, That a copy of these resolutions be sent to each of the above named gentlemen, and published in the Firemen's Magazine.

A. HURTIBUS, }
L. LORTIE, } *Committee.*
H. MCGOORTY, }

SPRINGFIELD, ILL., JAN. 31, 1886.

Intelligence of the death of Bro. Geo. A. Vandaller cast the dark shadow of sadness over the members of No. 46, and brought a tear to the eye of many a man to whom he had extended the ever-ready hand of friendship.

Let it be said to his honor that the stranger who came to his door in distress, with a "B" on his breast, left with a lighter heart than he brought.

In respect to our loved brother we have draped our charter in mourning, to remain so for thirty days.

He lost his life at the post of duty, in the darkness and uncertainty of night, but let us hope he is now in the bright, everlasting light of God, where his heart-broken wife and loving parents may hope to meet him, and in that hope may they find sweet comfort and relief.

Resolved, That a copy of the foregoing be sent to the bereaved ones of our brother, and published in our Magazine.

M. HOGAN, }
R. TOBIN, } *Committee.*
GEO. O. REDPATH, }

RIVER DU LOUP, QUEBEC, FEB. 27, 1886.

At a regular meeting of Colonial Lodge No. 119, held Feb. 18th, the following resolutions were adopted:

WHEREAS, It is with feelings of heartfelt sorrow that we are called upon to announce the death of brother Antoine LaCroix, who died of consumption at his home at Hadlow, South Quebec. Therefore be it

Resolved, That by the death of Brother LaCroix, his wife loses a kind and loving husband, and our Brotherhood a worthy and efficient member, whose good qualities will long be remembered by us.

Resolved, That we extend to his bereaved wife and relatives our sympathies in this, their great trial and to those who assisted in caring for him during his illness, we tender our most sincere thanks.

Resolved, That our charter be draped in mourning for the space of thirty days and that a copy of the above resolutions be forwarded to his wife and that they be published in the magazine.

GEORGE MONTGOMERY, }
WILLIAM CARMICHAEL, } *Committee.*
W. H. ROUGEAN, }

INDIANAPOLIS, IND., JAN. 19, 1886.

At a regular meeting of Eureka Lodge No. 14, held January 19th, the following resolutions were unanimously adopted:

WHEREAS, It is with feelings of deep regret we were notified of the death of our beloved brother, E. E. Reeder, who departed this life at Mt. Carmel, Ill., January 12th, being stricken down with typhoid fever, therefore be it

Resolved, That the sympathy of the members of this Lodge be and is hereby extended to the family of our deceased brother, and that we commend them to Him who doeth all things well.

Resolved, That in the death of Bro. Reeder, the Lodge has lost an ardent supporter of its principles, his family a kind and dutiful son, and the community an honored citizen.

Resolved, That our charter be draped in mourning for the space of sixty days, that a copy of these resolutions be spread upon the minutes and published in our Magazine.

JOHN FARRELL, }
JOHN SHARKEY, } *Committee.*
WM. T. SCREES, }

MISSOULA, MONT., JAN. 10, 1886.

At a meeting of Bonanza Lodge No. 194 the following resolutions were adopted:

WHEREAS, Our worthy and esteemed brother, N. J. Rice, was suddenly snatched from our midst in the full bloom of ripening manhood, by a collision, while in the discharge of his duty as fireman on the Rocky Mountain division of the N. P. R. R., on the morning of November 27th, and

WHEREAS, Bro. Rice had endeared himself to us by his sterling manhood and many good qualities of head and heart, and

WHEREAS, This Lodge has lost a good and earnest worker, the State a good citizen, and the stricken parents a noble and dutiful son, therefore be it

Resolved, That we extend to his sorrowing parents, sisters and brothers our most heartfelt sympathy in this, their sad hour of bereavement.

Resolved, That as a token of esteem to the memory of our deceased brother, we drape our chart and charter in mourning for the space of thirty days.

Resolved, That we extend our kindest thanks to the officers and members of C. E. Fellows Lodge No. 143, Oakland, Cal., for their magnificent floral offering and kindly assistance at the interment of Bro. Rice.

Resolved, That a copy of these resolutions be presented to his bereaved parents, spread on our minutes, and furnished the Magazine for publication.

E. L. HOLLISTER, }
L. D. CRANSTON, } *Committee.*
T. P. O'ROURKE, }

Letters of Thanks.

HAZLETON, PA., JANUARY 23, 1886.

To the Officers and Members, B. of L. F.:

GENTLEMEN: We wish to acknowledge the receipt of a draft for the sum of one thousand and five hundred dollars, on the policy of our son, J. Alonzo Bird. Also to return our sincere thanks and gratitude for the kind manner in which we have been treated by your members.

MR. AND MRS. A. D. BIRD.

SALT LAKE CITY, UTAH, FEB. 5, 1886.

To the Brotherhood of Locomotive Firemen:

DEAR SIR: I received your draft for \$1,500 in payment of my disability claim, for which I return my sincere thanks. Especially to the members of Clark-Kimball Lodge No. 113 are my family and myself indebted for many kindnesses received, all of which will be remembered with gratitude to the end of our days. Yours very truly,

DAVID HARRIS.

FULTON, KAN., JAN. 25, 1886.

To the Brotherhood of Locomotive Firemen:

DEAR SIR: I desire to return my sincere thanks for the prompt payment of \$1,500.00, by H. L. Wright, Financier of H. C. Lord Lodge No. 153, upon the policy of my late husband, Wm. M. Reynolds. I also desire to express to the members of H. C. Lord Lodge No. 153, my grateful acknowledgements for their kind attention to my husband's remains. May God ever bless and protect your noble Brotherhood is the wish of

MRS. WM. M. REYNOLDS.

WILLIAMSBURG, VA., JANUARY 31, 1886.

To the Officers and Members of the B. of L. F.:

GENTLEMEN: I hereby acknowledge the receipt of a draft for \$1,500.00, the amount of insurance due me on the death of my son, Henry T. Charles, which was delivered to me by Mr. C. L. Johnson, Financier, accompanied by Mr. C. R. Dean, Master of Lee Lodge No. 275.

I desire to return my sincere thanks to the Brotherhood for the amount, and I also wish to express my appreciation of the kindness and attention shown my beloved boy during his illness, and for the respect paid him after his death. That the great Ruler of our destinies may bless and prosper your noble and beneficent Order, and guard over and protect each member thereof, is the earnest wish and heartfelt desire of

Your friend,
JULIA A. CHARLES.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen of North America, and will contain all Notices of Assessments and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

APRIL, 1886.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., April 1, 1886. }

Assessment Notice.

No. 18.—\$1.00.

To Subordinate Lodges:

SIRS AND BROTHERS: You are hereby notified of the following deaths and disabilities:

143. Thos. H. Looney, of Lodge 240, was killed by Railroad Accident, December 30.

144. C. S. Clark, of Lodge 193, was declared totally disabled with Consumption, January 16.

145. Geo. A. Von Derlehr, of Lodge 46, was killed by Railroad Accident, January 29.

146. Harvey R. Morton, of Lodge 6, was killed by Railroad Accident, February 5.

147. P. G. Lux, of Lodge 50, died of Inflammation of Bowels, February 8.

148. John Tipping, of Lodge 47, was totally disabled by Amputation of Arm, February 9.

149. G. W. Wilhelm, of Lodge 214, died of Consumption, February 13.

150. James Sumner, of Lodge 282, was killed by Railroad Accident, February 18.

151. Thos. P. Rhoden, of Lodge 84, was declared totally disabled with Heart Disease, February 20.

152. S. B. Pettis, of Lodge 115, was declared totally disabled with Stiffness of Arm and Hand, March 6.

The amount of ONE DOLLAR is due on the above claims from all members whose names were on the rolls of membership March 6, 1886, and must be paid to your Financier on or before May 1, 1886. The Financier is required to forward the above assessment so it will reach the Grand Lodge on or before May 10, 1886. Members failing to make payment as above provided, will stand suspended from all the benefits of the Order during such arrearage, as per Section 4 of Article 5 of the Constitution.

Fraternalry yours,

EUGENE V. DESS, G. S. and T.

Corrections.

GEORGE SPARROW.

In the February number of our Magazine, George Sparrow is published as expelled from Lodge No. 207, for non-payment of dues. It should have been Lodge No. 270 instead of 207.

WM. FLUCK.

In the March issue of the Magazine Bro. Wm. Fluck, of New Hope Lodge No. 37, was reported as having been expelled for non-payment of dues. This is a mistake and we wish to correct it. Bro. Fluck is in good standing and one of the best men in No. 37.

L. HARDISON.

L. Hardison was reported expelled from Rose City Lodge No. 45, for non-payment and his name was published in our March issue. The Lodge reports that the expulsion was made by mistake and has been declared null and void. Bro. Hardison is a charter member of No. 45 and has always been, as he now is, a member in good standing.

Expulsions.

The following expulsions have been reported for the month of February:

Lodge.	NAMES.	Lodge.	NAMES.
3	Ben Harned.	95	E. C. Nelson.
8	D. Evans.	99	M. Hubbert.
8	A. Blair.	99	Thos. Mackie.
8	C. E. Johnson.	101	Henry Kurtz.
8	G. W. Gerwick.	101	Walter Mercer.
12	W. J. Dodds.	101	Fred Hilton.
14	Jno. Laird.	101	John Kennedy.
14	J. O. Foss.	101	James Reynolds.
14	H. E. Hurshman.	101	Geo. Sexton.
14	Jos. Kendall.	101	Chas. Underwood.
14	Harry Lehr.	101	John Whitehead.
14	G. Carlisle.	102	J. C. Musgrove.
16	Jas. Harrington.	102	H. J. Riggs.
16	E. M. Sherburne.	103	S. F. Horn.
16	Henry Brown.	107	E. L. Barber.
18	R. A. Howard.†	107	F. D. Jackson.
20	C. L. Bunch.	107	S. Jones.
20	F. T. Patterson.†	107	W. T. Smith.
20	E. Morgan.	107	A. N. Jenner.
23	R. Tierney.	107	F. Simington.
26	C. H. Boodle.	110	H. C. Oxden.
26	A. F. Shaffer.	111	T. Rapp.
28	H. C. Davis.	111	T. Williamson.
30	C. A. Clough.	111	Wm. Ward.
31	A. F. Groom.	111	D. E. Mac.
31	J. Hughes.	112	Geo. A. Henley.
31	W. McJinsey.	112	John Smith.
31	C. A. Snyder.	112	J. W. Walker.
31	Eugene McQueen.	118	Jas. Bartlett.
36	R. Brennan.	120	Albert Williams.
36	S. P. Speece.	120	Wm. H. Wilson.
40	P. Tobin.	124	Geo. Gregg.†
40	R. Woodard.	131	G. L. Wakefield.
45	Frank Dufrey.	131	E. H. Grady.
45	M. Donovan.	134	S. Graves.
45	P. Lanahan.	134	M. Mulroney.
46	E. W. Green.	136	J. Clegg.
46	R. Snodgrass.	138	Wm. A. Griffith.
46	Phil H. Smith.	137	F. E. Vannest.†
46	Tom Finley.	139	T. J. Keyes.
46	C. Cullom.†	139	J. A. Bernard.
48	Peter Sherry.	141	Geo. Miller.
48	T. Colman.	146	Ed. McCormick.
49	L. Decker.	146	R. J. Carey.
49	James Cochran.††	146	Thos. Whitmarsh.
49	W. Strickland.	146	Matt Williams.
49	David Rider.	148	F. J. Hayes.
49	Fred Crouse.	148	Henry Wright.
50	J. E. Burk.††	149	R. F. Teid.
50	F. B. King.	160	Wm. H. Roberts.
51	L. D. Pence.	162	John Russell.
52	August Erdman.†	162	Wm. Thayer.
55	R. L. Wilder.	163	A. W. Niles.
57	G. L. Hunson.	167	M. Conroy.
60	J. H. Beeler.	167	Geo. Eastman.
64	John Griffiu.	167	M. S. Williams.
64	R. E. Morris.	167	F. S. Langdon.
67	W. H. Fenton.	169	O. P. Metz.
70	J. A. Gremm.	173	Wm. Daily.
70	John Adkins.	173	F. E. Meyers.
70	N. W. Sieber.	181	T. Williams.†
72	J. C. Knowles.	183	G. W. Darling.
72	Lewis Elberson.	191	J. J. Hurley.
74	M. D. Chouquette.††	214	W. H. Talbott.
74	A. Murray.	217	Geo. Sutherland.
74	E. L. Reagan.	217	W. C. Pastorius.
76	Dan Coolidge.	219	H. Graebing.
79	W. E. Donnelly.	219	J. Hollinger.
79	J. F. Donnelly.	219	F. Irwin.
79	R. H. Duer.	222	J. M. Tirtlott.
82	J. E. Curtis.	222	C. H. Dunsmore.
82	Pat Murphy.	226	Joseph Dempsey.
83	H. Connolly.	227	A. L. Goodrich.
83	J. F. Trundy.	234	Dennis Burns.
86	Jas Ellis.	239	Thos. Cricard.
86	P. H. Schwartz.	239	John Jeffcoat.
87	Wm. Allen.	239	Wm. Johnson.
87	G. A. Moncton.	243	Ed. H. Turner.
88	Richard Wickle.††	251	Geo. Horn.
93	Theo. Moll.	257	C. W. Pringle.

Expulsions.—Continued.

- Dead Beat.
 - Drunkness.
 - Selling Liquors.
 - Defrauding Lodge.
 - Contempt of Lodge.
 - Violating Obligation.
 - Defrauding Members.
- All not marked, for non-payment.

Reinstatements.

The following reinstatements have been reported for the month of February:

Lodge.	NAMES.	Lodge.	NAMES.
77	Abram Booth.	162	G. M. Gary.
77	Jas. Monahan.	196	G. O. Leonard.
143	L. N. Comstock.	196	E. H. Barlow.

OFFICE OF THE GRAND LODGE B. OF L. F.,
TERRE HAUTE, IND., April 1, 1886.

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS—Your attention is hereby called to the following special notices, viz.:

PASS WORD.

The Pass Word for the quarter ending June 30th has been forwarded to all Lodges.

GENERAL CIRCULAR NO. 4.

General Circular No. 4, containing information of importance on various subjects, has been mailed to all Lodges.

QUARTERLY REPORT.

The Quarterly Report of the G. S. and T. for the quarter ending February 27th, has been mailed to all Lodges.

BACK NUMBERS.

Full sets of Magazines for 1877, 1878 and 1880, are desired by the Grand Lodge. Any member having these sets, or single copies thereof and wishing to dispose of them, will please correspond with the Grand Secretary.

UNION MEETINGS.

Special Union meetings will be held during the month of April as follows:

Sedalia, Mo., Monday, April 19; Parsons, Kan., Tuesday, April 20; Fort Worth, Tex., Thursday, April 22. The headquarters for the Parsons meeting will be at the Abbott house. It is requested that all Lodges on the Gould Southwestern system send an authorized delegate to this meeting (on April 20th), as business of importance will be transacted and all lodges on the system should be represented. All members in good standing are cordially invited to join us at the above meetings.

CONSTITUTIONAL COMMITTEE.

Pursuant to the action of our last Convention three members have been selected to act with the Grand Officers as a committee for the revision of our Constitution and By-Laws. The following members have been selected to serve upon said committee, viz.: Wm. Hugo, of Eureka Lodge No. 14; W. E. Taylor, of W. A. Foster Lodge No. 216, and C. W. Gardner of Webster Lodge No. 222. The committee will convene at Terre Haute on Monday, May 10th, and remain in session until its work is completed.

All Lodges having amendments, alterations or new laws to offer, will forward the same to the Grand Secretary with the words "For Constitutional Committee" written on the corner of the envelope, so as to reach the Grand Lodge not later than May 10th.

EUGENE V. DEBS, FRANK P. SARGENT,
G. S. and T. G. M.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., March 1, 1886.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending February 28, 1886:

RECEIPTS.

Lodge Nos.	Back	Assessm'ts	Assessm'ts	Assessm'ts	TOTAL.	Lodge Nos.	Back	Assessm'ts	Assessm'ts	Assessm'ts	TOTAL.
		13 and 14.	15 and 16.					13 and 14.	15 and 16.		
1	\$3	\$110		\$113 00	71	\$23	\$82		\$105 00		
2	5	32		37 00	72	10	132		142 00		
3	63	226		289 00	73	12	82		94 00		
4	26	88		114 00	74	27	96		123 00		
5	37	148		185 00	75	54	306		360 00		
6	59	52		111 00	76	20	42		62 00		
7	14	28		42 00	77	66	96		162 00		
8	69	76		145 00	78	9	190		199 00		
9	39	116		155 00	79	13	80		93 00		
10	16	84		100 00	80			\$146	146 00		
11	8	232		240 00	81		148		148 00		
12	30	460		490 00	82	16		208	224 00		
13		196		196 00	83	18	94		112 00		
14	32	220		252 00	84	1	156		157 00		
15	1	102		103 00	85	4	84		88 00		
16	15	236		251 00	86	17	74		91 00		
17					87		58		58 00		
18	17	46		63 00	88	1	94		95 00		
19	68			68 00	89	3	74		77 00		
20	1	56		57 00	90		10		10 00		
21					91	16	42		58 00		
22	1	36		37 00	92	20	22		42 00		
23	19	28		47 00	93	9	124		133 00		
24					94	41	82		123 00		
25	1	48		49 00	95	63	92		155 00		
26	6	98		104 00	96	6	78		84 00		
27	26	104		130 00	97	10	110		120 00		
28	7	136		143 00	98	10	24		34 00		
29	9	90		90 00	99	13	140		153 00		
30	17	36		53 00	100	11	49		51 00		
31	34	56		90 00	101	130	126		256 00		
32	10	34		44 00	102		86		86 00		
33	8	112		120 00	103	34	182		216 00		
34			\$102	102 00	104	39	26		65 00		
35	19	32		51 00	105	3	168		171 00		
36	8	88		96 00	106	12	50		62 00		
37					107	19	60		79 00		
38		124		124 00	108		54		54 00		
39		124		124 00	109	30	110		140 00		
40	7	156		163 00	110	5	50		55 00		
41		30		30 00	111	18	24		42 00		
42		68		68 00	112	16	78		94 00		
43	4	122		126 00	113	14	54		68 00		
44		136		136 00	114	1	40		41 00		
45	47	146		193 00	115	13	24		37 00		
46	25	44		69 00	116		94		94 00		
47		268		268 00	117		94		94 00		
48	23	114		137 00	118	17	36		53 00		
49	52	58		110 00	119	5	48		53 00		
50					120	10	144		154 00		
51	24	78		102 00	121	23	40		63 00		
52	13	178		191 00	122	14	72		86 00		
53	8	74		82 00	123	14	104		118 00		
54	11	142		153 00	124	21	42		63 00		
55	7	54		61 00	125	18	44		62 00		
56	23	20		43 00	126	14	10		24 00		
57	73	340		413 00	127	28	140		168 00		
58	1	34		35 00	128		53		53 00		
59		164		164 00	129		140		140 00		
60	11	190		201 00	130						
61	100	78		178 00	131	19	20		39 00		
62	17	98		115 00	132	30	34		64 00		
63	32	38		70 00	133	3	60		63 00		
64	12	24		36 00	134	18	44		62 00		
65	15	122		137 00	135	2	120		122 00		
66	38	109		138 00	136	8	26		34 00		
67	68	148		216 00	137	5	54		59 00		
68	37	112		149 00	138	1	66		67 00		
69	2	84		86 00	139	41	24		65 00		
70	15	42		57 00	140		118		118 00		

Beneficiary Statement.—Continued.

Lodge No.	Back Assessment 12	Assessment 13 and 14	Assessment 15 and 16	TOTAL.	Lodge No.	Back Assessment 12	Assessment 13 and 14	Assessment 15 and 16	TOTAL.
141					221		\$68		\$68 00
142	\$50	\$100		\$150 00	222	\$13	10		23 00
143	18	38		56 00	223	13	30		43 00
144	4	50		54 00	224	10	26		36 00
145	13	48		61 00	225	19	40		59 00
146	55	6		61 00	226		52		52 00
147	6	46		52 00	227	9	28		37 00
148	10	18		28 00	228	3	70		73 00
149	45	208		253 00	229	1			
150	9	54		63 00	230	1	98		99 00
151	2	82		84 00	231	21	68		89 00
152	26	26		52 00	232	5	24		29 00
153	20	60		80 00	233		18		18 00
154	21	24		45 00	234	5	10		15 00
155	7	28		35 00	235	8	20		28 00
156	10	56		66 00	236	9	24		33 00
157	30	30		60 00	237	8	92		100 00
158	24	58		82 00	238	4	22		26 00
159	30	30		60 00	239	4	46		50 00
160	7	80		87 00	240	50		\$56	106 00
161	21	78		99 00	241	3	26	28	57 00
162	64	126		190 00	242		50		50 00
163	7	24		31 00	243		54		54 00
164		60		60 00	244			104	104 00
165	25	36		61 00	245	10	20		30 00
166					246	2	21		23 00
167	9	76		85 00	247	5	18		23 00
168	2	90		92 00	248	8	30		38 00
169	15	148		163 00	249	1	24		25 00
170	3	44		47 00	250		80		80 00
171	24	22		46 00	251	5	50		55 00
172	61	104		165 00	252		104		104 00
173	9	72		81 00	253	3	50		53 00
174	9	96		105 00	254	13	26		39 00
175	13	22		35 00	255	14	20		34 00
176		24		24 00	256				
177	34	58		92 00	257		56		56 00
178	17	80		97 00	258	2	36	38	76 00
179	6	44		50 00	259				
180	12	16		28 00	260		26		26 00
181	2	34		36 00	261	19		46	65 00
182	82	44		126 00	262	6	14		20 00
183	68	4	\$2	74 00	263	3	28		31 00
184	8	36		44 00	264	2	52		54 00
185					265	12	52		64 00
186	22	36		58 00	266	1	64		65 00
187		24		24 00	267	8	6		14 00
188					268		26		26 00
189	80			80 00	269	1	32		33 00
190	22	20		42 00	270	7	42		49 00
191	10	24		34 00	271		30		30 00
192		28		28 00	272		34		34 00
193		30		30 00	273		54		54 00
194		50		50 00	274		26		26 00
195	8	60		68 00	275	9	6		15 00
196		48		48 00	276				
197	1	56		57 00	277		26		26 00
198	11	20		31 00	278				
199		44		44 00	279	22	22		44 00
200	44	30		74 00	280		32		32 00
201		58		58 00	281	1	38		39 00
202	6	58		64 00	282	3	22		25 00
203	17	56		73 00	283	3	38		41 00
204	32	20		52 00	284	1	36		37 00
205	19	66		85 00	285	8	30		38 00
206	4	18		22 00	286	10	52		62 00
207		82		82 00	287	1	30		31 00
208	1	46		47 00	288		28		28 00
209	19	28		47 00	289				
210	4	60		64 00	290	3	8		11 00
211	5	96		101 00	291	9	38		47 00
212	6	46		52 00	292		22		22 00
213	12	20		32 00	293		14		14 00
214	14	40		54 00	294		28		28 00
215		84		84 00	295		42		42 00
216	15	90		105 00	296				
217	18	16		29 00	297				
218					298				
219	11	66		79 00	299		14	20	34 00
220	4	54		58 00	300				

Beneficiary Statement.—Continued.

Balance on hand February 1 \$3,650 50
 Received during month 23,441 00
 Total \$27,091 50
 By claims 116, 117, 118, 119, 120, 121, 122, 123,
 124, 125, 126, 127, 128, 129, 130, 131 and 132 . \$25,500 00
 Balance on hand March 1 1,591 50

Respectfully submitted.

EUGENE V. DEBS, G. S. and T.

Black List.

G. L. HOXIE.

G. L. Hoxie, late Magazine Agent of Mt. Whitney Lodge No. 139, defrauded his Lodge of Magazine funds amounting to over \$100, for which he has been expelled from the Order. We are authorized to notify all Lodges to look out for him.

D. H. FENTON.

D. H. Fenton has been expelled from Wm. Hugo Lodge No. 166 for defrauding the Lodge of upwards of \$200. He has proven himself to be utterly devoid of principle or honor, and we are directed to place him on the list of rascals to which his infamous conduct has assigned him.

Grand Lodge.

F. P. Sargent Grand Master
 Terre Haute, Indiana.
 J. J. Hannahan Vice Grand Master
 Box 655, Englewood, Ill.
 E. V. Debs Grand Secretary and Treasurer
 Terre Haute, Indiana.
 J. J. Hannahan Grand Organizer and Instructor
 Box 655, Englewood, Ill.

TRUSTEES

W. F. Hynes Denver, Col.
 C. A. Cripps Vincennes, Ind.
 A. H. Tucker Mason City, Iowa

EXECUTIVE COMMITTEE.

H. Walton Chairman Philadelphia, Pa.
 W. E. Burns, Secretary Chicago, Ill.
 F. W. Dyer St. Paul, Minn.
 C. A. Wilson Jersey City, N. J.
 Sid. Vaughan Toronto, Ont.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.

Meets every Sunday at 2 P. M.

C. E. Barkman, Box 26 Master
 J. E. Cook, Box 215 Secretary
 A. McAllister, Box 1024 Financier

2. HAND IN HAND; Providence, R. I.

Meets 2d Monday of each month.

W. A. Aldrich, Woonsocket, R. I. Master
 C. E. Harmon, E. Providence, R. I. Secretary
 T. B. Wardwell, 28 Common St. Financier

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets 2d and 4th Sundays, Cor. Grove and Fourth Sts.

E. P. Hutton, 61 Grand St. Master
 R. H. Roden, 72 Erie St. Secretary
 G. Auchter, 167 Fourth St. Financier

4. GREAT EASTERN; Portland, Maine.

Meet at 53 Temple St., Cor. Congress St., in Congress Hall, 1st and 3d Sundays at 1 P. M.

F. A. Huff, 49 Hanover St. Master
 L. P. Bailey, 26 May St. Secretary
 W. O. Small, 12 Brown street Financier

5. CHARITY; St. Thomas, Ontario.

Meets every Tuesday.

D. T. O'Shea, Box 784 Master
 J. H. Holman, Box 784 Secretary
 T. L. Hoyt, Box 784 Financier

6. PRIDE OF THE WEST; Desoto, Mo.

Meets 1st and 3d Mondays at 1 P. M.

J. Tully Master
 G. Cheney Secretary
 R. H. Lanhan Financier

- 7. POTOMAC; Washington, D. C.**
Meets cor. 13½ and E St. N. W., 2d and 4th Sundays at 2 P. M.
J. B. May 477½ F. St. S. W. Master
H. A. Wilvert, 807 Sixth St. S. W. Secretary
P. P. Luddy, 428 4½ St., S. W. Financier
- 8. RED RIVER; Denison City, Texas.**
Meets 1st and 3d Saturdays at 2 P. M. and 2d and 4th Saturdays at 8 P. M. in K. of L. Hall.
C. Cain, L. Box 441 Master
S. M. Babb, L. Box 168 Secretary
A. T. Eckstrom, Box 189 Financier
- 9. FRANKLIN; Columbus, Ohio.**
Meets 1st Monday and 3d Tuesday at 7:30 P. M.
W. J. Evans Master
C. H. Mason, 116 Vine St. Secretary
J. D. Coffey, C., St. L. & P. Shops Financier
- 10. FOREST CITY; Cleveland, Ohio.**
Meet every other Sunday at 182 Ontario St., at 2 P. M.
J. Saunders, 58 Merchants' Ave. Master
T. P. Smith, 31 Jessie St. Secretary
A. H. Buse, 63 Brayton St S S Financier
- 11. EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays at 2 P. M.
N. Strouse, 547 Fayette St. Master
C. W. Vannatta Secretary
J. W. Sinclair, L. Box 96 Financier
- 12. BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 196 Seneca St.
F. H. Coe, 4 Hickory St. Master
Wm. J. Bruman, 395 Swan St. Secretary
A. L. Jacobs, 548 S. Division St. Financier
- 13. WASHINGTON; Jersey City, N. J.**
Meet 4th Sunday at 10:30 A. M. in Masonic Hall.
E. J. Dwyer, 4 Florence Place Master
F. R. Degroff, 260 Communipaw avenue Secretary
C. A. Wilson, 147 Pacific Ave Financier
- 14. EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M.
W. Lindeman, I., B. & W. shops Master
J. Zahm, 193 Bates St. Secretary
Wm. Hugo, 79 N. Noble St. Financier
- 15. ST. LAWRENCE; Montreal, Canada.**
Meets alternate Sundays at 2:30 P. M.
T. Clark, 19 Conde St. Master
E. Upton, 7 Burgeois St. Secretary
T. A. Dickson, 72 Mullin St. Financier
- 16. VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
O. E. Fox, 1326 Sycamore St. Master
J. F. O'Reilly, 617 N. 5th St. Secretary
C. Bennett, 1020 Chestnut St. Financier
- 17. OLD POST; Vincennes, Ind.**
Meets in K. of P. Hall, every Sunday at 2 P. M.
C. Appel, O. & M. Shops Master
D. W. Moses, Seymour, Ind. Secretary
C. A. Cripps Financier
- 18. WEST END; Slater, Mo.**
Meets every Saturday at 7:30 P. M.
D. Smart Master
W. H. Storms, L. Box 33 Secretary
S. Washburne, Box 106 Financier
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:30 P. M.
A. Pollock, Box 8 Master
W. J. Patten, Box 8 Secretary
H. M. Johnson, Box 8 Financier
- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall, every Tuesday at 7:15 P. M.
W. Zerwick, Box 252 Master
G. C. Wells, Box 117 Secretary
G. C. Wells, Box 117 Financier
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M. S. W. cor. Broadway and Carroll Sts.
A. Williams, 1540 Gratiot St. Master
H. Blocker, 1822 Menard St. Secretary
W. A. Murphy, 1500 Poplar St. Financier
- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
R. C. Burns, Box 78 Master
L. Sullivan, Box 387 Secretary
W. Rundel, Box 345 Financier
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Sundays.
J. Conlin Master
G. Watts Secretary
T. H. Williams, Box 37 Financier
- 24. GREAT WESTERN; Parsons, Kansas.**
Meet in K. of L. Hall every Wednesday at 2 P. M.
A. P. Fraker Master
C. T. Pepper Secretary
L. D. Harrington, Box 838 Financier
- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays.
W. H. Fuller, L. Box 814 Master
O. Dougherty Secretary
T. W. Smith, Box 686 Financier
- 26. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays at 7:30 P. M.
C. H. Williams, Jr., Box 954 Master
C. G. Simmons Secretary
S. W. Dixon, Box 1236 Financier
- 27. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d and 4th Sundays.
W. C. Byers, 332 F Ave. W. Master
L. S. Getts Secretary
W. R. Graves, 399 2d St. West Financier
- 28. ELKHORN; North Platte, Neb.**
G. M. Barnes Master
H. B. Maxwell Secretary
W. Thompson Financier
- 29. CERRO GORDO; Mason City, Iowa.**
Meets S. E. cor. 2d and Commercial St.
P. A. Loveland, Box 638 Master
J. Fulton Secretary
A. H. Tucker, Financier
- 30. CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
H. F. Gates Master
H. Conoughy Secretary
R. A. Corson, Box 406 Financier
- 31. E. R. CENTRE; Atchison, Kansas.**
Meet cor. 3d and Commercial St., at 2 P. M.
J. A. Sweeney, 705 S. Sixth St. Master
J. A. May, Box 536 Secretary
W. Jacobia, 1515 Utah Ave Financier
- 32. BORDER; Ellis, Kansas.**
J. Hardesty, Box 234 Master
T. McMahon, Box 230 Secretary
G. M. McClure, Box 205 Financier
- 33. SUCCESS; Trenton, Mo.**
Meets 1st and 3d Mondays.
D. Rice Master
D. Cheshier Secretary
D. Cheshier Financier
- 34. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. Keith Master
F. A. Kinch, Box 381 Secretary
W. L. Smith, Box 1812 Financier
- 35. AMBOY; Amboy, Ill.**
Meets 1st and 3d Sundays at 3 P. M.
W. A. Gascoigne Master
J. F. Maloney, Box 389 Secretary
G. W. Bainter, Box 498 Financier
- 36. TIPPECANOE; Lafayette, Ind.**
Meets every Sunday at 2 P. M.
J. D. Wright, 49 Romic St. Master
J. E. Crusey, 137 N. 8th St. Secretary
W. H. Willoughby, 28 N. 3d St. Financier
- 37. NEW HOPE; Centralia, Ill.**
Meets 1st and 3d Sundays at 2 P. M., in Engineer's Hall, Broadway, bet. Chestnut and Walnut.
J. M. Shepherd, Box 564 Master
C. A. Posten Secretary
R. E. Shepherd Financier

38. **AVON; Stratford, Ontario.**
Meet in A. O. F. Hall 1st and 3d Sundays at 2 P. M.
E. A. Ball, Box 318 Master
J. Cooper, Box 318 Secretary
G. Nursey, Box 318 Financier
39. **TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M. in Engineer's Hall.
W. T. Clark, Box 874 Master
G. J. M. Colburn, Box 118 Secretary
G. J. M. Colburn, Box 118 Financier
40. **BLOOMING; Bloomington, Ill.**
Meets 910 W. Chestnut st., every Tuesday evening.
at 7:30 P. M.
E. Browning, 714½ W. Washington St. Master
W. Cavanaugh, 902 N. Lee St Secretary
W. Cavanaugh, 902 N. Lee St Financier
41. **ONWARD; Dickinson, Dakota.**
Meets every Sunday at 7:30 P. M.
J. Taylor, Box 238, Mandan, Dak. Master
W. F. Cunningham Secretary
W. F. Cunningham, L. Box 215 Financier
42. **ELMO; Madison, Wis.**
Meets 2d and 4th Sundays.
M. O'Loughlin, 607 W. Dayton St. Master
J. L. Cashen, 402 W. Wilson St. Secretary
W. D. Scampton, 911 W. Johnson St Financier
43. **ST. JOSEPH; St. Joseph, Mo.**
Meets 2d and 4th Sundays at 2:30 P. M.
J. E. Shortell, 705 So. 10th St Master
J. Widner, 2314 So. Sixth St Secretary
J. Hyndman, 2216 S. 6th St Financier
44. **F. W. ARNOLD; East St. Louis, Ill.**
Meets in Jackiesch Hall alternate Tuesdays, 7:30 P. M.
J. T. Sullivan, Box 116 Master
M. J. Cunningham, Box 112 Secretary
J. Blison, L. Box 38 Financier
45. **ROSE CITY; Little Rock, Ark.**
Meets every Monday at 7:30 P. M.
W. N. Horton, 1704 W. 3d St Master
H. H. Burrus, 1223 W. 4th St Secretary
T. A. Howell, 310 So Cross St Financier
46. **CAPITAL; Springfield, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
M. Hogan, 208 N. 14th St Master
J. Shafer, 1209 So. 5th St Secretary
J. Summerhill, 1417 E. Munro St Financier
47. **TRIUMPHANT; Chicago, Ill.**
Meet N. W. Cor. LaSalle and Adams St., Hall C.
1st Sunday at 2 P. M. and 3d Saturday at 7:30 P. M.
W. H. Gift, 263 Maxwell Ave Master
H. Schilling, 3247 Dearborn St Secretary
E. J. McGuirk, 3 E Washington St. Financier
48. **W. F. HYNES; Peoria, Ill.**
Meet at 105 S. Adams St. 1st and 3d Sundays at 2 P. M.
R. Wambacher, 823 N. Washington St. Master
W. A. McMillan, 504 W. Jefferson Street. Secretary
G. C. Watt, 617 1st St Financier
49. **J. M. RAYMOND; Decatur, Ill.**
Meet Cor. R. R. Ave. and Eldorado St. every Sunday at 3 P. M.
H. E. Davis, 320 Durfee St Master
L. Litterer, 410 Mason St Secretary
L. Miesse, 1021 E. Eldorado St Financier
50. **GARDEN CITY; Chicago, Ill.**
Meet Cor. 7th and State Sts. 1st and 3d Saturdays at 8 P. M.
J. E. Davis, 163 E. Harrison St Master
W. C. Wright, Auburn Junction, Ills. Secretary
A. S. McAllister, 4904 S. Dearborn St Financier
51. **FRISCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Masonic Hall.
G. W. Salsman Master
E. A. Bush, Box 291 Secretary
G. E. Dillard, Box 264 Financier
52. **GOOD WILL; Logansport, Ind.**
Meet Cor. 12th and Spear Sts. Sundays at 2 P. M.
S. W. Shaver Master
W. H. Green, L. Box 626 Secretary
E. H. Laing, L. Box 626 Financier
53. **EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays at 2:30 P. M., in I. O. O. F. Hall.
J. B. McNeill, Box 1210 Master
W. Gilpin, Box 1426 Secretary
H. Wiebrecht, Box 787 Financier
54. **ANCHOR; Moberly, Mo.**
Meet in Supplies' Hall every Tuesday at 7:30 P. M.
W. P. Carlisle, Box 802 Master
L. W. Cass Secretary
R. A. Blades, L. Box 1474 Financier
55. **BLUFF CITY; Memphis, Tenn.**
Meet 2d and 4th Thursday nights Cor. 2d and Adams Sts.
T. Fox, L. & N. Shops Master
M. J. Cody, L. & N. Shops Secretary
W. A. Ashley, L. & N. Shops Financier
56. **BANNER; Stannberry, Mo.**
Meets every Saturday at 7 P. M.
J. J. Smith Master
L. F. Lyon Secretary
W. E. Baldwin, L. Box 400 Financier
57. **BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays at 10 A. M.
A. W. Spurr, 76 Hammond street Master
E. E. Roundy, 26 Chapman St., Charles-town, Mass Secretary
J. C. Edwards, 19 Russell St., Bunker Hill District, Boston, Financier
58. **SACRAMENTO; Rocklin, Cal.**
Meet every Sunday at 2 P. M. in Masonic Hall.
L. G. Jeardeau Master
P. J. Clark, Box 68 Secretary
G. W. Culver Financier
59. **ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday night.
M. Zumburum Master
H. L. Foster Secretary
W. Henthorn Financier
60. **UNITED; Philadelphia, Pa.**
Meet at 2204 Marshall St. alternate Sundays at 8:30 A. M.
J. Maxheimer, 908 Green St Master
J. A. Minges, 1714 W. Front St Secretary
J. Shepherd, 2510 Alder St Financier
61. **MINNEHAMA; St. Paul, Minn.**
Meets 2d and 4th Sundays at 3 P. M.
L. Sharpless, Jr., 682 Armstrong st Master
F. Maher, 221 Penn ave Secretary
F. E. LeClaire, 198 Granite St Financier
62. **VANBERGEN; Carbondale, Pa.**
Meet at Odd Fellows' Hall, Cor. Church and Rafferty Sts., 2d and 4th Sundays at 3 P. M.
A. W. Bayley Master
T. McCauley Secretary
O. E. Histed, L. Box 738 Financier
63. **HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
S. D. Moore, Box 1262 Master
H. J. Boha, Box 772 Secretary
J. Wakeley, Box 772 Financier
64. **SIOUX; Sioux City, Iowa.**
Meets cor 4th and Douglas Sts 2d and 4th Sundays.
G. Martin Master
W. E. Shipman, Box 384 Secretary
L. B. Cutting, Box 127, St. James, Minn. Financier
65. **FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 348 Master
V. B. Tooke Secretary
L. A. Bullard Financier
66. **CHALLENGE; Belleville, Ontario.**
Meet 2d and 4th Sundays at 2:30 P. M. at 223 Station St.
J. Muir, G. T. Ry Master
C. Spry, G. T. Ry Secretary
J. Logue, G. T. Ry Financier
67. **DOMINION; Toronto, Canada.**
Meet in Occident Hall 1st and 3d Sundays at 2:30 P. M.
R. Reid, 81 Leonard ave Master
W. C. Farrance, 68 Dennison ave Secretary
J. Pratt, 78 Huron St Financier

- 68. EAU CLAIRE; Eau Claire, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
M. E. Cuddy, Altoona, Wis. Master
J. B. Hurley, Box 141, Altoona, Wis. Secretary
H. E. Edgell, Box 51 Altoona, Wis. Financier
- 69. ISLAND CITY; Brockville, Ontario.**
Meet alternate Thursdays at 7:30 P. M. King St.,
over Barnes' Dry Goods Store.
S. Rothwell Master
W. H. Parsley Secretary
T. Shields, Box 558 Financier
- 70. LONE STAR; Longview, Texas.**
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. P. Wesley, L. Box 411 Master
I. H. Stout, L. Box 411 Secretary
O. P. Cuberly, L. Box 411 Financier
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meet 2d and 4th Sundays at 7 P. M. at B. of L. E.
Hall.
C. C. Bunker, Box 672 Master
J. E. Ryan, Box 637 Secretary
P. Stillwell, Box 656 Financier
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays at 2 P. M.
W. Rule, 14 Hudson St. Master
Wm. Laird, 439 Mickle St. Secretary
J. Gibbs, 24 Hudson St. Financier
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 1 P. M.
L. C. Wilson, 79 Harrison St. Master
G. T. Craft, 7 Salem St. Secretary
G. F. Newton, 6 Riley St. Financier
- 74. KANSAS CITY; Kansas City, Mo.**
Meet at 1215 N. 9th St. alternate Mondays at 7:30
L. F. Stephens, N. E. Cor. 8th and Wood-
land Ave. Master
W. Piercey, 1354 Liberty St., W. Kansas
City Mo. Secretary
M. Hurley, 1490 Wvoming St. Financier
- 75. ENTERPRISE; Philadelphia, Pa.**
Meet N. E. Cor. 39th and Market Sts. alternate
Sundays at 1 P. M.
A. S. Groff, 128 N. 32d St. Master
H. Walton, 4080 Spring Garden St. Secretary
F. Dupell, 743 N. 37th St. Financier
- 76. NEW ERA; Barnesville, Minn.**
Meets 2d and 4th Sundays at 2 P. M.
E. F. Burke Master
F. A. Catlin Secretary
F. A. Catlin Financier
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M., in B. of L. F.
Hall, 375 Larimer st.
H. Salmon, Box 1828 Master
W. F. Brundage, 292½ Larimer St. Secretary
O. W. Richardson, Box 2472 Financier
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets 1st and 3d Saturdays at 7:30, in K. P. hall.
M. Holan Master
D. Ritchie, Box 701 Secretary
W. Holcroft, 1006 E Ninth St. Financier
- 79. J. M. DODGE; Roodhouse, Ill.**
Meet in B. of L. E. Hall 2d and 4th Sundays and
1st and 3d Mondays.
R. Carroll Master
W. E. S. Gibson, Box 1134 Secretary
J. Hyndman Financier
- 80. SELF HELP; Aurora, Ill.**
Meets over Nos. 8 and 10 Broadway.
S. E. Tucker, Box 1170 Master
W. B. Miller, Box 2071 Secretary
G. Goding, Box 252 Financier
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F.
hall, 8th st So.
W. Lincoln, Box 752 Master
W. J. Balu, Box 1856 Secretary
W. F. Ripson, Box 1827 Financier
- 82. NORTHWESTERN; Minneapolis, Minn.**
Meet Cor. Nicollet Ave. and 3d St. 1st Saturday at
7:30 P. M. and 3d Sunday at 2 P. M.
F. X. Holl, 1801 2d St. So. Master
W. T. Nichel, 1819 3d Ave. N. Secretary
W. E. Richmond, 820 N. Girard Ave. Financier
- 83. TRINITY; Fort Worth, Texas.**
Meet in B. of L. F. Hall 1st and 3d Sundays at
3 P. M. and 2d and 4th Fridays at 8 P. M.
J. G. Nash, L. Box 408 Master
I. M. Dean, L. Box 406 Secretary
R. L. Craig, L. Box 406 Financier
- 84. CALHOUN; Battle Creek, Mich.**
Meets 1st Monday at 7:30 P. M. and 2d and 4th
Sundays at 2:30 P. M. in Engineers' Hall.
W. Buckley, Box 382 Master
D. Coughlin, Box 717 Secretary
T. W. Taylor, Box 1800 Financier
- 85. FARGO; Fargo, Dakota.**
Meet Cor. Robert and Second Ave. 2d and 4th
Sundays at 2 P. M.
J. T. Kellum, Box 553 Master
R. Roggeveen, L. Box 1026 Secretary
A. Bassett, Box 1798 Financier
- 86. BLACK HILLS; Laramie City, Wyoming.**
Meet at 7:30 P. M. Friday evening in K. L. Hall.
W. Rich Master
J. Costin, Box 165 Secretary
Konold Financier
- 87. SUMMIT; Rawlins, Wyoming.**
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at
7:30 P. M.
T. F. Croake Master
J. A. Measures Secretary
G. Jordan Financier
- 88. MORNING STAR; Evanston, Wyoming.**
Meets every Sunday at 2:30 P. M. in I. O. O. F. Hall.
A. Payne, Box 109 Master
J. F. Kelleher Secretary
H. Honn Financier
- 89. SILVER STATE; Carlin, Nevada.**
Meets Tuesday ev'ngs in Firemen and Engr's hall
W. R. Capell Master
Wm. TenEyck Secretary
B. F. Rondebush Financier
- 90. SAN DIEGO; National City, Cal.**
R. V. Dodge, Box 317, San Diego Master
J. M. Dodge, Box 317, San Diego Secretary
J. V. Dodge, Box 317 Financier
- 91. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 7 P. M. and 3d Sunday at 11
A. M. Cor. Valentine and 16th Sts.
J. Hewitt, S. P. R. R. Shops Master
W. G. Bradshaw, 2951 16th St. Secretary
W. G. Bradshaw, 2951 16th St. Financier
- 92. FRONTIER CITY; Oswego, N. Y.**
Meets 2d and 4th Sundays at 2 P. M., in Ontario &
Western Passenger Depot.
J. Terrott, 59 E. Ninth St. Master
G. E. McCathron, 224 W. 6th St. Secretary
S. C. Forsyth, 166 W. Utica St. Financier
- 93. GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., in Horn's
hall, Cor. 8th and Main sts.
H. Schwartz, 1013 Bank St. Master
M. L. Ebersol, 1213 Bank St. Secretary
J. H. Carter, 620 S. Main St. Financier
- 94. CACTUS; Tucson, Arizona.**
Meet Cor. Pennington and Tool Ave. 1st and 3d
Tuesdays at 7 P. M.
J. C. Stout, Box 218 Master
J. W. McQueen, Box 218 Secretary
C. W. Wilcox, Box 218 Financier
- 95. CHICAGO; Chicago, Ill.**
Meet 1st Tuesday and 3d Friday at 7:30 P. M. and
last Sunday at 9:30 A. M. at 237 Milwaukee Ave.
J. F. Cantlon, 142 Front St. Master
C. F. Jackson, 182 N. May St. Secretary
C. A. Miller, 643 N. Robey St. Financier
- 96. ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays, in Engineer's hall,
Main St., bet. 12th and 13th sts.
G. Liebsatz, Box 695 Master
D. W. Davidson, Box 695 Secretary
J. Quinn, Box 239 Financier
- 97. ORANGE GROVE; Los Angeles, Cal.**
Meets 1st, 10th and 20th at 2 P. M.
H. C. Hall, Box 72 Master
W. F. Styles, Box 72 Secretary
F. C. Bishop, Box 72 Financier

- 98. PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday.
F. J. Coker Master
E. J. Turner Secretary
A. Ludlam, Wells, Nev. Financier
- 99. ROCHESTER; Rochester, N. Y.**
Meets 2d and 4th Wednesdays at 8 P. M.
J. W. Milliman, 6 Hubbell Park Master
D. C. Frost, 495 E. Main St. Secretary
G. N. Kingsley, 88 Channing St. Financier
- 100. ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
W. Allsop Master
J. H. Fenwick Secretary
J. H. Fenwick Financier
- 101. ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Engineer's Hall.
M. Degnan, Box 401 Master
F. A. Neely, Box 478 Secretary
J. F. Bryan, L. Box 319 Financier
- 102. CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M., S. E. cor. Sycamore and Sixth St.
J. W. Combs, 1821 Buchanan St. Master
C. M. Krull, C. R. I. & P. Engine House Secretary
F. Warrick, C. R. I. & P. Engine House Financier
- 103. FALLS CITY; Louisville, Ky.**
Meets every Thursday at 2 P. M., S. E. cor. 10th and Walnut Sts., in Calgan's Hall.
C. Carroll, 1267 Churchill St. Master
J. M. Burnett, 1206 Zane St. Secretary
J. W. Wynn, 717 12th St. Financier
- 104. "OLD KENTUCK"; Ludlow, Ky.**
Meets at I. O. O. F. Hall 1st and 3d Thursdays at 7 P. M.
J. Connolly, Box 3 Master
J. D. Smith Secretary
C. Smith Financier
- 105. PROGRESS; Galesburg, Ill.**
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M. in Engineers' Hall, N. side Main St.
S. D. Lowe, 716 So. Chambers St. Master
C. G. Nelson, 522 N. Seminary St. Secretary
J. L. Weeks, 430 So. Academy St. Financier
- 106. KEY CITY; Dubuque, Iowa.**
Meets 2d and 4th Sundays at 7:15 P. M.
D. Schaffner, 1974 Jackson St. Master
Wm. D. Mason, 420 High St. Secretary
J. P. Sandry, 142 High St. Financier
- 107. ECLIPSE; Gallon, Ohio.**
Meets every Thursday at 7:30 P. M. in B. L. E. Hall, cor. W. Main St. and Public Square.
C. H. Ness Master
J. H. Cronin, Box 41 Secretary
J. H. Farnsworth Financier
- 108. PIONEER; Chama, New Mexico.**
Meets in D. & R. G. Passenger Depot every Wednesday at 7:30 P. M.
W. Davis, Box 27 Master
W. Gordon, Box 20 Secretary
H. Berndt, Box 17 Financier
- 109. PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays at 7:30 P. M.
L. Fisher, 214 S. Beaumont St. Master
W. M. White, 710 S. Broadway Secretary
L. F. Late, 2208 Rutger St. Financier
- 110. OLD GUARD; Bucyrus, Ohio.**
Meets every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 Master
A. J. Craft Secretary
E. Stauffer Financier
- 111. BEACON; Mattoon, Ill.**
Meets in B. L. E. Hall every Tuesdays at 7:30 P. M.
R. W. O'Brien, Box 45 Master
M. Heffron Secretary
C. J. Singleton, Box 50 Financier
- 112. EVENING STAR; Mt. Vernon, Ill.**
Meets 1st and 3d Sundays at 6:30 P. M. in Masonic Hall.
S. R. Wild Master
J. C. Branham Secretary
J. C. Branham Financier

- 113. CLARK-KIMBALL; Eagle Rock, Idaho.**
Meets every Sunday at 2 P. M.
G. L. Oram, Box 13 Master
John Gorman Secretary
T. Moore, Box 13 Financier
- 114. MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M.
H. Gutch Master
A. Heenan, Box 85 Secretary
R. N. Wind, Box 354 Financier
- 115. GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays.
H. L. Briggs, 564 E. Church St. Master
J. Killeen, Post Office St. near 36th Secretary
C. Potthoff, Cor. 32d and West Ave. S. Financier
- 116. ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays.
M. D. Anderson Master
J. L. Gray Secretary
O. Blodgett Financier
- 117. BEAVER; London, Ontario.**
Meets 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.
G. Angles, 385 Grey St. Master
R. Lister, 140 Colborne St. Secretary
S. T. Fletcher, 221 Maitland St. Financier
- 118. STAR OF THE EAST; Richmond, Quebec.**
Meets in Pierson's Hall Wednesdays at 7:30 P. M.
J. Kelly, Richmond Station Master
G. A. Pearson, Richmond Station Secretary
J. Damant, Richmond Station Financier
- 119. COLONIAL; River du Loup, Quebec.**
Meets every Wednesday at 8 P. M.
G. Findlay, Hadlow Cove, S. Quebec Master
L. D. Poulin, I. C. Ry. Station Secretary
G. Findlay, Hadlow Cove, S. Quebec, Financier
- 120. FORTUNE; Syracuse, N. Y.**
Meets every Tuesday at 7:30 P. M. in C. M. B. A. Hall.
S. Mangan, 210 Otisco St. Master
S. W. Watkins, Jr., 1½ Welch Block, Fabius St. Secretary
L. G. Roussen, 50½ Gertrude St. Financier
- 121. FELLOWSHIP; Corning, N. Y.**
Meets 1st and 3d Sundays at 3 P. M. in K. of H. Hall
J. B. Orcutt Master
F. E. Hamner Secretary
G. R. Quick, L. Box 232 Financier
- 122. H. B. STONE; Beardstown, Ill.**
Meets every Tuesday at 7:30 P. M., in Engineer's Hall, Main st.
D. A. Sherman, Box 148 Master
H. Henson, Box 397 Secretary
W. W. Seeley, Box 331 Financier
- 123. OVERLAND; Omaha, Neb.**
Meets every Wednesday at 7 P. M.
T. Anderson, U. P. round house Master
E. E. Fair, 1117 Pacific St. Secretary
James B. Fair, 912 So 12th St. Financier
- 124. PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays.
H. Draper Master
B. H. Giles Secretary
H. A. Draper Financier
- 125. GUIDE; Marshalltown, Iowa.**
Meets 2d and 4th Sundays at 1:30 P. M.
J. M. Speers Master
F. W. Snyder Secretary
M. Kelleher Financier
- 126. COMET; Austin, Minn.**
Meets at 102 Main St. 2d and 4th Sundays at 8 P. M.
F. McNamara Master
F. A. Fairbanks Secretary
A. E. Kearney Financier
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets 1st Wednesday and 3d Sunday.
J. F. Marshall, C. P. R. R. shops Master
S. Partington, 136 Logan St. Secretary
J. G. Jonah, 228 McWilliams St. Financier
- 128. LANDMARK; Glendive, Montana.**
Meets 1st and 3d Sundays at 2 P. M.
J. W. Clayton, Box 24 Master
T. J. Pollard, Box 55 Secretary
W. Jones, Box 55 Financier

- 129. MINERAL KING; Escanaba, Mich.**
Meet 2d and 4th Sundays at 2 P. M. in B. of L. E. Hall.
G. W. Siminon, Box 428 Master
M. Shields, Box 185 Secretary
R. E. Gorham, Box 422 Financier
- 130. GUIDING STAR; Milwaukee, Wis.**
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
A. Knapp, 431 Barclay St Master
G. Tripp, 358 Jackson St Secretary
H. L. Nichols 344 VanBuren St Financier
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meet in Redfield's Hall 2d and 4th Sundays at 2:30 P. M. and 1st and 3d Fridays at 7 P. M.
M. J. Moore Master
W. S. Collins Secretary
W. S. Collins Financier
- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meet in Howell's Hall, Broadway, Depot Block, 1st and 3d Sundays at 2:30 P. M.
J. J. Canfield, Box 90 Master
J. Bowes, Box 20 Secretary
G. W. Parmenter, Box 111 Financier
- 133. SPRAGUE; Sprague, Washington Ty.**
Meets in Masonic hall, 2d and 4th Sundays.
J. Miller Master
M. E. Montgomery Secretary
H. C. Swain, Box 97 Financier
- 134. EASTMAN; Farnham, Quebec.**
Meet 2d Sunday at 7:30 P. M. and 4th Saturday at 8 P. M. in Passenger Depot Southeastern R. R.
L. Robinson, Farnham, Quebec Master
H. E. Cowan Secretary
E. W. Gibson, Farnham, Que. Financier
- 135. NEW YEAR; El Paso, Texas.**
Meet in B. of L. F. Hall every Tuesday at 7 P. M.
W. Cowan, Box 184 Master
N. H. Luff, Box 184 Secretary
J. M. Barton, Box 184 Financier
- 136. J. SCOTT; Port Hope, Ontario.**
Meet north side Wilton St., two doors west of Mechanic Institute, 1st and 3d Saturdays at 8 P. M.
T. A. Pratt, Box 166 Master
J. McMahon, Box 166 Secretary
R. M. Johnson, Box 166 Financier
- 137. PROTECTION, Eldon, Iowa.**
Meets 2d and 4th Mondays.
W. T. Brown Master
J. Hull Secretary
L. C. Allen Financier
- 138. UNION; Freeport, Ill.**
Meet in A. O. V. F. Hall 2d and 4th Sundays at 2 P. M.
J. Flack, Box 1301 Master
S. Shaughnessy, Box 1489 Secretary
H. Stow, Box 1287 Financier
- 139. MT. WHITNEY; Tulare, Cal.**
Meets every Sunday at 2 P. M.
P. A. Murray Master
J. J. Norton Secretary
W. M. Cole, L. Box 242 Financier
- 140. MOUNT OUBAY; Salida, Colo.**
Meets every Monday at 7:30 P. M. in Masonic Hall.
H. N. Lowry, Box 176 Master
J. L. West, Box 39 Secretary
J. P. Sappington, L. Box 599 Financier
- 141. A. G. PORTER; Fort Wayne, Ind.**
Meet at 140 Calhoun St. every Wednesday at 7:30 P. M.
J. C. Short, 5 Pearl St Master
A. J. Kohler, 34 Allen St Secretary
W. R. Frederick, 415 Lafayette St Financier
- 142. C. R. WHIPPLE; Toledo, Ohio.**
Meets 1st and 3d Sundays and 2d Wednesday, over 315 Broadway.
J. M. Gorman, 40 Middle St. Master
J. Higgins, Cor. Dix and Middle Sts. Secretary
G. W. Nesper, 420 Broadway Financier
- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
J. M. White, 1714 Lincoln St Master
G. W. Randall, 817 E 16th st, E Oakland, Secretary
F. S. Small, 914 Wood St Financier
- 144. SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st and 3d Saturdays at 8 P. M. in Patterson's Hall, I. C. R. Depot.
W. Bastin, Box 459 Master
F. Matherson, Box 448 Secretary
W. Bastin, Box 459 Financier
- 145. DAVY CROCKETT; San Antonio, Texas.**
Meet in K. P. Hall every Thursday at 2 P. M.
J. Sullivan, 1110 Ave. D Master
H. M. Brown, 818 Ave. D Secretary
H. M. Brown, 818 Ave. D Financier
- 146. BAYOU CITY; Houston, Texas.**
Wm. Nary, 49 McKee St Master
H. H. Daniels, 49 McKee St Secretary
J. J. Sangster, 63 Centre St Financier
- 147. MIDLAND; Temple, Texas.**
Meet in K. P. Hall every Sunday at 3 P. M.
W. R. Sherwood Master
T. J. Robbins Secretary
P. E. Corcoran Financier
- 148. SUNNY SOUTH; Tyler, Texas.**
Meets every Friday at 7:30 P. M.
J. Taaff Master
E. E. Smith Secretary
J. H. Duncan Financier
- 149. JUST IN TIME; New York, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 59th street.
G. Ford, 508 W. 125th St Master
E. Chambers, 1035 Sixth Ave Secretary
W. J. McColl, 952 6th Ave Financier
- 150. S. M. STEVENS; Marquette, Mich.**
Meets 2d and 4th Sundays at 2 P. M., cor. Washington and 3d sts.
L. L. Hood, L. Box 217 Master
J. Loftus Secretary
L. L. Hood, L. Box 217 Financier
- 151. MAPLE LEAF; Hamilton, Ontario.**
Meet Cor. James and King William Sts. 1st and 3d Sundays at 2:30 P. M.
T. McHattie, 13 Mill St Master
S. Roberts, 26 Locomotive St Secretary
H. R. Hall, 63 Locomotive St Financier
- 152. DUNLAP; Wells, Minn.**
Meets every Sunday at 3 P. M.
C. Ellingson, Box 60 Master
R. G. McCoy Secretary
W. A. Searles Financier
- 153. H. C. LORD; Fort Scott, Kansas.**
Meets 1st and 3d Sundays at 3 P. M.
G. K. Bates, Box 310 Master
J. W. Page Secretary
H. L. Wright, Box 99 Financier
- 154. McKEEN; Ottawa, Kansas.**
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M.
H. H. Kelly Master
E. Wall Secretary
G. L. Northrup Financier
- 155. TEXAS BELLE; Greenville, Texas.**
Meets every Friday at 7:30 P. M.
J. W. Corn, L. Box 164 Master
E. H. Sims, L. Box 164 Secretary
L. Ryan, L. Box 92 Financier
- 156. NECHES; Palestine, Texas.**
Meets every Saturday at 7:30 P. M.
H. M. Jones, Box 256 Master
C. H. Marshall Box 256 Secretary
E. Wilcox, Box 256 Financier
- 157. ECHO; Peru, Ind.**
Meets 1st and 2d Sundays at 2 P. M. and 3d and 4th Thursdays at 7 P. M., over Geves' Drug store on Broadway.
C. H. Wair Master
H. P. Matthews Secretary
Thos. H. Wade, Box 336 Financier

- 153. STANDARD; Detroit, Mich.**
Meets 2d and 4th Sundays at 2:30 P. M., at No. 747
Monroe ave., up stairs.
T. Teahan, 396 Fort St., E. Master
E. Heidenrich, 124 Hastings St. Secretary
J. Nopper, 124 Hasting St. Financier
- 159. W. H. THOMAS; Nashville, Tenn.**
Meets every Saturday at 7:30 P. M., cor. Union
and Summer sts.
J. J. Clark, L. & N. Shops, E. Nashville, Tenn. Master
P. M. Heslon, N. & D. Shops Secretary
E. P. Bishop, Jr., 69 So Union St. Financier
- 160. C. J. NEPBURN; Evansville, Ind.**
Meets 2d and 4th Sundays at 2 P. M.
W. J. Torrance, 413 William St. Master
W. Winder, 1206 Walnut St. Secretary
A. J. Warner, 710 Upper 5th St. Financier
- 161. KEKALB; Burlington, Iowa.**
F. W. Barlow, C., B. & Q. Round House. Master
J. M. McGregor, 518 Cedar St. Secretary
J. D. Hawksworth, 2003 Madison St. Financier
- 162. PROSPECT; Elkhart, Ind.**
Meet 5th Main St. 1st Sunday at 2 P. M. and every
Wednesday at 7 P. M.
G. L. Long Master
D. F. Wagner Secretary
P. A. Hamilton Financier
- 163. ETNA; Pine Bluff, Ark.**
Meets every Friday at 7 P. M., in Masonic Hall.
M. R. Carson, L. Box 56 Master
J. J. Meehan, L. Box 56 Secretary
D. Hope, L. Box 56 Financier
- 164. EEL RIVER; Butler, Ind.**
Meets in I. O. O. F. Hall, on Broadway.
E. A. Laughrau, Box 247 Master
P. J. Richardson Secretary
J. Derck, Box 47 Financier
- 165. ROBERT ANDREWS; Andrews, Ind.**
Meets every Sunday at 2 P. M.
A. J. Boughton Master
T. Cunningham, Box 799 Secretary
M. E. Davis Financier
- 166. WM. HUGO; Huntington, Ind.**
F. Holland, Box 871 Master
D. H. Fenton, Box 325 Secretary
C. E. Wyman, Box 499 Financier
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meet at I. O. O. F. Hall every Monday at 7 P. M.
G. M. Thompson Master
G. B. Leach Secretary
Ed E. Joslin, Box 199, Albina, Ore. Financier
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st Sunday at 7 P. M. 3d Sunday at 2 P. M.
L. McHugh Master
G. Hiscox, 713 Caledonia St. Secretary
C. McCain, 802 Caledonia St. Financier
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets at Washington Hall, Arcade Building,
Broad St.
H. Grover, Box 609 Master
J. Hammond Secretary
A. H. Spencer, Box 1025, Hornellsville,
N. Y. Financier
- 170. PRAIRIE; Haron, Dakota.**
Meets 2d and 4th Sundays at 3 P. M.
S. P. Malon Master
D. Bartlett, Box 36 Secretary
W. H. Parkhouse, Box 187 Financier
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets 2d and 4th Thursdays.
F. Geddes Master
T. Fitzgerald, 287 Campbell Road, Rich-
mond, Halifax Secretary
P. M. White Financier
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays at 2 P. M. in Manchester
Block.
J. Wilson, 140 Queen St. West Master
J. Smith, 672 Wellington St. Secretary
J. S. Ferguson, Rochester ville P. O.,
Ottawa, Ont. Financier
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday evening.
O. J. Sandford Master
F. M. Armstrong, L. Box 44 Secretary
A. C. Seely Financier
- 174. HARRISBURG; Harrisburg, Pa.**
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
W. C. Taylor, 1506 N. 5th St. Master
H. O. Motter, 1537 Ridge Road Secretary
H. McNeal, 1208 Sixth St. Financier
- 175. TAYLOR; Newark, Ohio.**
Meet in P. O. S. of A. Hall 1st and 3d Tuesdays at
7 P. M.
R. C. Beall, Box C Master
J. Adkins, Box C Secretary
J. Adkins, Box C Financier
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
W. F. Gorman, Box 295 Master
A. G. Turley, Box 41 Secretary
C. H. Porter, Box 41 Financier
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7 P. M.
J. Fink Master
G. M. Lovett Secretary
W. Kane, Box 184 Financier
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets over Desert National Bank, cor. 1st and
Main Sts., every Saturday at 7:30 P. M.
J. C. Duntion, Box 596 Master
E. W. Foote, 76 W. 5th S. St. Secretary
P. T. Tibbs, 146 S. 3d W. St. Financier
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays at 3 P. M.
J. Robinson, 1341 K St. Master
C. W. Hedges, 1240 U St. Secretary
S. Walters, 437 S. 9th St. Financier
- 180. THREE STATES; Cairo, Ill.**
Meets every Sundays at 2:30 P. M.
M. S. Egan Master
Jno. Grundy Secretary
C. Hewitt, C. V. & C. R. R. Financier
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
J. Caudle Master
D. J. Nicoll Secretary
Jas. Nicholson Financier
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall,
Pearl St.
T. F. Judge, 18 Hickory St. Master
G. W. Welch, 17th and Hickory Sts. Secretary
G. W. Miller, 229 W. 22d St. Financier
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets every Tuesday at 1:30 P. M., in Engineer's
Hall.
J. M. Gaines, Box 152 Master
H. I. Miller, Box 154 Secretary
G. W. Moses, Box 73 Financier
- 184. LIMA; Lima, Ohio.**
Meet at 1 P. M. 2d and 4th Sundays, in Fitz' Block
Third Floor.
P. A. Branson, Box 868 Master
E. L. Melhorn Secretary
C. M. Hufty Financier
- 185. FIDELITY; Delphos, Ohio.**
Meets every Sunday at 2 P. M.
W. Van Gelsen, Box 87 Master
J. Kuhns Secretary
H. Prilliman Financier
- 186. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 3334 State St., 1st and 3d
Sundays at 2 P. M.
John Broderick, South Chicago, Ill. Master
G. A. Updegraff, 3201 Hanover St. Secretary
G. H. Mitchell, 2245 Wentworth Ave. Financier
- 187. LITTLE GIANT; Charleston, Ill.**
Meets 1st and 3d Sundays at 2:30 P. M.
J. Traimor Master
H. T. Lyons Secretary
L. H. Linn, Box 402 Financier

- 188. S. S. MERRILL; Chicago, Ill.**
Meet 786 W. Lake St. 2d and 4th Sundays at 2:30 P. M.
J. K. Doherty, 156 Northwestern Ave. Master
E. P. Tobias, 1069 Fulton St. Secretary
H. Price, 1019 A Fulton St. Financier
- 189. BALDWIN; Ft. Howard, Wis.**
Meet in Nau's Block, Green Bay, Wis., every Sunday at 3 P. M.
E. B. Mayo, L. Box 4 Master
J. Woods, L. Box 352 Green Bay, Wis. Secretary
I. R. Johnson, Box 215 Financier
- 190. FERGUSON; Mitchell, Dakota.**
Meets 1st and 3d Sundays.
W. M. Smith Master
W. S. Crandell, Box 84 Secretary
H. O. Conkey, Box 223, Sanborn, Ia. Financier
- 191. CUSTER; Livingston, Montana.**
Meets every Wednesday at 7 P. M.
J. S. Foley Master
W. O'Neill Secretary
W. T. Field, L. Box 16 Financier
- 192. MT. TACOMA; New Tacoma, Washington Ty.**
Meets 2d and 4th Sundays.
C. W. Tullis Master
A. Geary, Box 526 Secretary
F. H. Andrews Financier
- 193. J. B. MAYNARD; Albina, Oregon.**
Meets 2d and 4th Sundays at 2:30 P. M.
H. W. Hall, Box 287, East Portland, Oregon. Master
H. W. Ingalls Secretary
E. C. Smith, Albina, Oregon Financier
- 194. BONANZA; Missoula, Montana.**
Meets 1st and 3d Sundays.
J. P. Case, L. Box 34 Master
J. A. Foster, L. Box 34 Secretary
W. E. Watson, L. Box 34 Financier
- 195. RE-ECHO; Shoshone, Idaho.**
Meet Cor. Post and Green Sts. every Sunday at 3 P. M.
J. H. Woffington Master
J. Becker Secretary
D. Hill Financier
- 196. CLOUD CITY; Leadville, Colo.**
Meet in Haven & Beman's Block every Friday at 7:30 P. M.
E. G. Haskins, Box 330 Master
L. C. Cooper, Box 330 Secretary
W. H. Joyner, Box 330 Financier
- 197. RIVERSIDE; Savanna, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
W. S. Griffith, L. Box N Master
C. Latham, Box 446 Secretary
James Ballev Financier
- 198. MAPLE CITY; Norwalk, Ohio.**
Meets S. of T. Hall, 1st and 3d Sundays at 2 P. M.
L. R. Sherman Master
J. E. Houghton Secretary
E. E. Bishop Financier
- 199. MAHONING; Youngstown, Ohio.**
J. H. Mulvey, 513 Burnett St. Master
D. Heinselman, 313 Henrietta St. Secretary
D. Heinselman, 313 Henrietta St. Financier
- 200. GREAT SOUTHERN; Meridian, Miss.**
Meets on Front St., every Monday at 7:30 A. M.
W. Fulcher Master
R. E. Stack, Box 463 Secretary
L. H. Munn Financier
- 201. FRIENDLY HAND; Jackson, Tenn.**
Meets 1st and 3d Wednesdays at 7 P. M.
T. G. Emmons Master
D. W. Shea Secretary
J. D. Bledsoe Financier
- 202. SCIOTO; Chillicothe, Ohio.**
Meets 1st Sunday afternoon and 3d Monday evening.
D. Sheets Master
A. E. Maunsell, Box 1231 Secretary
S. A. Barker, Box 1231 Financier
- 203. GARFIELD; Garrett, Ind.**
Meets every Friday at 7 P. M.
T. H. Mowry, Box 287 Master
J. H. Reneman, Box 351 Secretary
H. Bradford, Box 116 Financier
- 204. MONTEZUMA; Las Vegas, New Mexico.**
Meets every Thursday at 7:30 P. M.
W. H. Barber, Box 45 Master
A. J. Armagost, Box 492 Secretary
A. W. Schuster, Box 45 Financier
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays in A. O. U. W. hall.
G. Atherton, 44 So. Klein St. Master
H. A. Seelinger, 146 Jefferson St. Secretary
F. A. Randlett, 79 Jefferson St. Financier
- 206. BLACK DIAMOND; Conneaut, Ohio.**
Meets 1st and 3d Wednesdays at 7 P. M.
G. M. Jones Master
H. Byron Secretary
O. E. Work Financier
- 207. LOYAL; Meadville, Pa.**
Meets 2d and 4th Wednesdays.
T. S. Taylor Master
J. McKee Secretary
A. Heckman Financier
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in Doran's Block, Main st., alternate Tuesdays and Saturdays.
J. J. Lannan, Box 131 Master
W. B. Smith Secretary
C. Anderson, Box 337 Financier
- 209. SARATOGA; Whitehall, N. Y.**
Meet in Arked Building.
T. Dorcal Master
J. McCarty Secretary
W. R. Combs Financier
- 210. 18-K; Schenectady, N. Y.**
Meets 1st and 3d Mondays at 7:30 P. M.
J. E. Van Frankan, Box 497 Master
T. Smith, Box 497 Secretary
G. T. Polmateer, 71 Park Place Financier
- 211. ONOKO; South Easton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
D. W. Henry, Wilkesbarre St. Master
S. F. Milheim, 436 Center St. Secretary
C. Long, 604 Berwick St. Financier
- 212. EMPIRE; Watertown, N. Y.**
Meets 4th Sunday at 2 P. M., in Good Templar's Hall, Public Square.
H. E. Baker, 104 Arsenal St. Master
J. E. Exner, 28 Meadow St. Secretary
T. H. Lynch, 33 Meadow St. Financier
- 213. WEST SHORE; Frankfort, N. Y.**
Meet in Joslin Block every Tuesday at 7:30 P. M.
W. F. Wright Master
K. G. Gifford Secretary
M. E. Stafford, Box 554 Financier
- 214. ORIOLE; Baltimore, Md.**
Meets 2d and 4th Sundays at 2 P. M. at 75 Linden Ave.
C. S. Bowen, 261 N. Caroline St. Master
L. G. West, 97 N. Bond St. Secretary
J. W. D. Bowen, 97 N. Bond St. Financier
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in Engineers' Hall, 1st and 3d Sundays.
A. L. Babcock Master
N. M. Burch, 457 Broadway Secretary
F. P. Brooksby, 59 Washington St., Greenbush, N. Y. Financier
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sundays at 2:30 P. M., at 129 Main street.
W. E. Taylor, 20 South St. Master
F. S. Moore, 115 Myrtle St. Secretary
W. H. Swinerton, 41 Winter St. Financier
- 217. DERRICK; Oil City, Pa.**
Meets 2d Tuesday and 4th Wednesday, in G. A. R. hall, Center st.
J. A. Kennedy, Box 157 Master
J. Jefferson, Box 520 Secretary
F. Sleeper, Box 94 Financier
- 218. TWO RIVERS; Pittsburgh, Pa.**
Meet 2d and 4th Sundays at 2 P. M. at 102 4th Ave.
A. T. Richey, 319 Carson St. S. Side Master
W. B. Davis, Wyoming St., 32d Ward Secretary
E. McHugh, Bertha St., 32d Ward Financier

- 219. SMOKY CITY; Allegheny, Pa.**
Meets every Monday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
R. Beeson, 136 Bidwell St. Master
H. B. Shaffer, 222 Junati St. Secretary
E. D. Cawley, 225 Washington Ave. Financier
- 220. PROVIDENT; Sanbury, Pa.**
Meets in Cooper's Hall, 1st and 3d Sundays at 1 P. M.
J. E. Bowen Master
L. Campbell Secretary
C. C. Bowen, 1123 Wallace St., Harrisburg, Pa. Financier
- 221. RUKON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
S. Allward, Box 69 Master
H. J. Carruthers, Box 87 Secretary
C. Wilkie Financier
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. W. Gardner Master
C. J. Fairburn Secretary
M. McVicker Financier
- 223. ASHLAND; Lexington, Ky.**
Meets in I. O. O. F. Hall 1st and 3d Thursdays at 7:30 P. M.
J. V. Hanna, C. & O. Shops Master
G. F. Little, Box 389, Paris, Ky. Secretary
J. V. Hanna Financier
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets 2d and 4th Sundays at 3 P. M. at Masonic Hall.
F. Marvin Master
A. Vogel, Box 367 Secretary
A. Vogel, Box 367 Financier
- 225. SUPERIOR; Fort William, Ontario.**
Meets 1st Monday at 8 P. M. and 2d Tuesday at 3 P. M.
G. E. Glassford, Neebring, Ont. Master
H. Poole, Neebring, Ont. Secretary
B. Wheatly, Neebring, Ont. Financier
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Sundays at 1:30 P. M., Cor. Collins and Hardy streets.
R. Gowanlock, L. Box 100 Master
W. M. Nicol, L. Box 230 Secretary
W. M. Nicol, L. Box 230 Financier
- 227. MAGNET; Binghampton, N. Y.**
Meets 1st and 3d Saturdays.
F. W. Parsons Master
W. V. Stonier, 69 Eldridge St. Secretary
J. W. Millett, 101 Eldridge St. Financier
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
E. Wint, 1333 Mylert St. Master
E. Tewksbury, Fairview Ave. Secretary
J. O. Bayley, 1803 Sanderson ave. Financier
- 229. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
J. J. Quirk, 158 Catharine St. Master
F. K. Beach, 262 Bleeker St. Secretary
R. E. Jacobs, 139 Elizabeth St. Financier
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays at 7:30 P. M. at 206 Washington Ave.
G. W. Gilkerson, 38 Knox St. Master
J. J. Gill, 180 N. Pearl St. Secretary
G. M. Jeffers, 38 Ontario St. Financier
- 231. DELAWARE; Wilmington, Delaware.**
Meet 1st and 3d Sundays 2 P. M. at 501 Market St.
E. Nugent, 905 Elm St. Master
J. B. Cash, 400½ Poplar St. Secretary
W. Lytle, 1000 Lombard St. Financier
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays at 1 P. M. and 3d Friday at 7 P. M.
Floyd Pollison Master
A. E. Briggs, L. Box 1431 Secretary
E. G. Reynolds, Box 1117 Financier
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
A. Z. Matthews Master
E. Hayward Secretary
R. H. Coggan Financier
- 234. NORTH BAY; North Bay, Ontario.**
Meets 1st and 3d Sundays at 2:30 P. M., in B. of L. F. hall, Main St.
J. R. Graham, Railroad st. Master
O. Lassman, Main st. Secretary
J. Fallon, Main st. Financier
- 235. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 28th St. and Penn Ave. every Sunday at 2 P. M.
R. H. Scott, Glenwood, 23d Ward, care I. H. Loew Master
J. B. Barney, Mayflower St., East Pittsburgh, Pa. Secretary
J. W. Moyer, 323 Penn Ave. Financier
- 236. HINTON; Hinton, West Virginia.**
Meets 2d and 4th Saturdays at 7:30 P. M.
J. T. Cundiff Master
F. R. May Secretary
J. R. Nutty Financier
- 237. CENTRAL PARK; Central Park, Ill.**
Meets in Tilden School House 1st and 3d Sundays at 10 A. M.
D. J. Fane Master
G. L. Gerew, Secretary
T. Chew Financier
- 238. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
J. H. Brewer Master
H. B. Drullard Secretary
H. C. Kehlmann Financier
- 239. BUCKEYE; Delaware, Ohio.**
Meets cor. Sandusky and Central Ave. 2d and 4th Sundays at 10 A. M.
A. L. Welser Master
A. R. Edington, Box 534 Secretary
J. D. Edington, Box 534 Financier
- 240. GILBERT; Jackson, Mich.**
Meets every alternate Sunday at 2 P. M.
G. Hastings, 115 Orange St. Master
J. Bentley Secretary
Verbarg, 113 East Ave. Financier
- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meet in Liberty Hall 2d and 4th Sundays at 1:30 P. M.
J. McCall, Box 300 Master
A. Krapp, Box 300 Secretary
P. C. Hagerty, Box 300 Financier
- 242. WHEATON; Elmira, N. Y.**
Meet at Ry. Y. M. C. A. Building 1st and 3d Sundays at 2 P. M.
W. T. Delaney, 418 Powell St. Master
E. Denio, 223 Franklin St. Secretary
J. H. Bartholomew, 108 Ferris St. Financier
- 243. J. H. SELBY; Bonham, Texas.**
Meet in Odd Fellows' Hall every Sunday at 7 P. M.
J. L. Caudle Master
W. F. Rowe Secretary
E. H. Christman, Box 362 Texarkana, Ark. Financier
- 244. T. P. O'BURKE; Chicago, Ill.**
Meet at 490 South Union St. 1st Tuesday at 8 P. M. and 3d Sunday at 2:30 P. M.
P. C. Winn, 142 W. 12th St. Master
E. Atkins, 180 Maxwell St. Secretary
N. E. Nare, 19 O'Brien St. Financier
- 245. GEORGIA; Savannah, Ga.**
Meet Cor. Whitaker and Broughton Sts. every Thursday at 7:30 P. M.
F. Goolsby, 212½ Harris st. Master
A. Hutton, 117½ Barnard st. Secretary
S. Boineau, 60 W. Broad St. Financier
- 246. MACON; Macon, Ga.**
Meets every Monday at 8 P. M.
N. S. Outler, South Macon Master
W. M. Walker, 3 Arch St. Secretary
A. J. Vining, 353 Fourth St. Financier
- 247. KENNESAW; Atlanta, Ga.**
Meets 2d and 4th Sundays.
R. M. Davis, Air Line shops Master
C. Bellows, E. T. V. & G. R. R. Shops Secretary
A. B. Barker, E. T. V. & G. R. R. Shops Financier
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at G. A. R. hall
J. S. Brown, Box 704 Master
E. N. Packard Secretary
C. E. Hollis, Box 287 Financier

249. CALUMET; Stony Island, Ill.
Meets every Sunday at 7:30 P. M.
S. T. Hooper, South Chicago, Ill. Master
O. J. Austin, South Chicago, Ill. Secretary
L. McKee, Judd, Cook County, Ill. Financier

250. GOLDEN LINK; Wilkes Barre, Pa.
Meets 1st and 3d Sundays at 2 P. M., at Mechanic's Hall.
C. Van Why, Ashley, Pa. Master
Z. B. Stevens, Ashley, Pa. Secretary
E. W. Cole, Ashley, Pa. Financier

251. LEHIGH; Mauch Chunk, Pa.
Meets 1st and 3d Sundays at 2 P. M. at Oak Hall, Broad street.
Asa Gruver, Box 178. Master
H. B. Fulton, Box 155. Secretary
C. Roberts, Box 275. Financier

252. COLUMBIA; Columbia, Pa.
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
L. Mellinger. Master
W. A. Glosser. Secretary
M. M. Hinkle. Financier

253. TRENTON; Trenton, N. J.
Meet 24 E. State St. 1st and 3d Sundays at 2 P. M.
M. H. Johnson, 32 Berrine ave. Master
R. Stackhouse, 697 Broad St., Chambersburg, N. J. Secretary
F. P. Parsons, 349 Berry St. Financier

254. CLIMAX; Missouri Valley, Iowa.
Meets 3d and 4th Sundays at 2 P. M.
W. A. Lenhart, Box 45. Master
I. C. Perrin, Box 286. Secretary
Fred Hollingsworth, Box 289. Financier

255. NEIGHBOR; McCook, Neb.
Meets every Sunday.
C. G. Potter, Box 484. Master
F. S. Reid, L. Box 494. Secretary
V. T. Thoman, Box 452. Financier

256. HIGH LINK; Como, Colo.
Meet at McFarlan Hall every Thursday at 7:30
D. Tompkins. Master
George Long. Secretary
W. S. Weamer, Box 105. Financier

257. KIT CARSON; Raton, New Mexico.
Meets every Sunday at 2 P. M.
C. Miller, Box 56. Master
T. Gatfield, Box 25. Secretary
Patrick Boyle. Financier

258. RENO; Nickerson, Kansas.
Meet in I. O. O. F. Hall every Sunday at 2 P. M.
W. H. Ramsey, Box 147. Master
G. H. Arnold. Secretary
M. Norton, Box 264. Financier

259. LA JUNTA; La Junta, Colo.
Meets every Wednesday at 7:30 P. M.
E. Turk. Master
P. Schmidt. Secretary
F. Bradbury, Box 51. Financier

260. CALIFORNIA; Sacramento, Cal.
Meet every Thursday at 7 P. M. in Red Men's Hall, Masonic building, 6th and K Sts.
F. Witham, C. P. Round House. Master
G. E. Hanford. Secretary
C. W. Cox, 1517 N st. Financier

261. MAGDALENA; San Marcial, New Mexico.
Meets in B. L. E. hall, 1st and 3d Sundays and 2d and 4th Tuesdays.
E. Lyons, Box 110. Master
J. W. Murray, Box 85. Secretary
E. C. Comstock, Box 41. Financier

262. QUEEN CITY; West Toronto Junct., Ont.
Meets alternate Sundays.
J. M. Roddick. Master
W. Hyndman. Secretary
F. A. Sproule. Financier

263. ALAMO; Taylor, Texas.
Meets every Wednesday at 2 P. M.
I. P. Greene, Box 10. Master
A. E. Hayden, Box 10. Secretary
M. Moynahan, Box 10. Financier

264. J. K. GILBREATH; Butte City, Montana.
Meet in Cobban Hall every Thursday at 8 P. M.
T. Malee, Box 832. Master
J. S. Sweeney, Box 832. Secretary
M. W. Fitzgerald, Box 832. Financier

265. GRAND RIVER; Grand Rapids, Mich.
Meet at 73 Canal St. 1st and 3d Sundays at 2:30 P. M. and last Wednesday at 7:30 P. M.
H. Norris, 59 River St. Master
J. Bessey, 525 S. Division St. Secretary
J. Kitzelman, 5 Olive St. Financier

266. JOHN HICKEY; South Kaukauna, Wis.
Meet in B. of L. F. Hall alternate Sundays and Wednesdays.
G. P. O'Connell. Master
J. Conway. Secretary
A. Krienke. Financier

267. ENDEAVOR; Algiers, La.
Meets every Monday at 2 P. M. at Castle Hall, Front street.
G. H. Evans, Gretna, La. Master
H. H. Hardee, Gretna, La. Secretary
W. B. McGuire, 68 Oliver St. Financier

268. CHICKAMAUGA; Chattanooga, Tenn.
Meets every Friday at 2 P. M.
A. C. Jeffrey, 118 Boyce St. Master
C. H. Blakeslee, 217 Tenth St. Secretary
T. O'Leary, 118 Boyce St. Financier

269. O. K.; Cincinnati, Ohio.
Meet N. W. 8th and Freeman Sts. 1st and 3d Sunday evenings of each month.
F. O. Miller, 27 Hathaway St. Master
E. Mack, 162 Freeman St. Secretary
C. W. Moore, 156 Carr St. Financier

270. MINNEAPOLIS; Minneapolis, Minn.
Meets 1st Sunday at 2 P. M. and 3d Saturday at 7:30 P. M. Cor. Franklin and Bloomington ave. So.
J. D. Sharrah, 1801 Third St. S. Master
S. B. Thompson, 2216 Cedar Ave. S. Secretary
C. Kraft, 2116 29 St. S. Financier

271. BYKAM; Stanhope, N. J.
Meet in Clark Hall 1st and 3d Saturdays at 7:45
Wm. Weller, Box 25, Port Morris, N. J. Master
R. F. Trezise, Box 30 Port Morris. Secretary
Isaac J. Shields, Stanhope, N. J. Financier

272. WILSON; Junction, N. J.
Meets at Well's Hall, Main St. 1st and 3d Sundays at 1 P. M.
A. Kirkendall. Master
G. B. Weller. Secretary
Peter Young. Financier

273. DENVER; Denver, Colo.
Meet at 440 Santa Fe St.
F. F. Desmond, 286 Santa Fe St. Master
G. Wilson, 383 So. 8th St. Secretary
G. Smith, 208 Thirteenth St. Financier

274. JACKSON; Clifton Forge, Va.
Meets every Sunday at 10 A. M.
J. C. Clark. Master
B. H. Thomas. Secretary
B. H. Thomas. Financier

275. LEE; Richmond, Va.
Meets 1st and 3d Sundays at 1:30 P. M., cor. 9th and Franklin Sts.
C. R. Dean, 601 N. 17th St. Master
N. B. Arnall, 601 N. 17th St. Secretary
C. L. Johnson, 1009 Buchanan St. Financier

276. GRAFTON; Grafton, W. Va.
Meet in Odd Fellows' Hall every Sunday at 2 P. M.
G. Wright. Master
Geo. W. Williams, Piedmont W. Va. Secretary
A. I. Enoch, Grafton W. Va. Financier

277. ALABAMA; Mobile, Ala.
Meets every Monday at 2 P. M.
R. L. Jewell, L. & N. shops. Master
G. B. Clark, L. & N. shops. Secretary
L. S. Smith, L. & N. shops. Financier

278. ANDERSON; Vicksburg, Miss.
Meets every Sunday at 7:30 P. M.
H. E. Parks. Master
L. W. Christmas, Box 482. Secretary
C. Bradford, L. box 482. Financier

- 279. METKOR; McComb City, Miss.**
Meets 1st and 3d Sundays at 3 P. M. in Odd Fellows' Hall.
C. S. Fisk, Box 87 Master
I. H. Martin, Box 87 Secretary
Wm. McIntyre Fireman
- 280. OZARK; Thayer, Mo.**
Meets in Sachre's Hall 2d and 4th Sundays at 9 A. M. and 1st and 3d Sundays at 7 P. M.
H. McFee Master
H. P. Colvin Secretary
G. Bennett Fireman
- 281. TUNNEL HILL; New Albany, Ind.**
Meet in Heddin's Hall 1st and 3d Sundays at 2 P. M.
T. D. Fisher Master
F. A. Stephens Secretary
John Clare Fireman
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meet on Main, between 3d and 4th Sts., every Sunday at 2 P. M.
Bert Launt Master
C. Miniccar Secretary
Frank T. Barton Fireman
- 283. LACKAWANNA; Great Bend, Pa.**
Meets 1st and 3d Saturdays at 8 P. M. in Red Men's Hall, Day's Bk., Main st.
F. J. May, Halstead, Pa. Master
J. F. McCormick, Halstead, Pa. Secretary
H. P. Trowbridge, Halstead, Pa. Fireman
- 284. KLM CITY; New Haven, Conn.**
Meets at Elk's Hall, 852 Chapel St. 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M.
J. McCabe, 65 Spring St. Master
E. S. Ailing, 180 Spring St. Secretary
C. T. Downs, 180 Spring St. Fireman
- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month at 1:30 P. M., at 3 Pratt st.
W. W. Hosford, 15 Elm St. Master
W. F. Day, 119 Ann St. Secretary
H. L. Stearns, 115 Trumble St. Fireman
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meet at 119 N. Jefferson St. 2d and 4th Sundays at 1:30 P. M.
D. Patterson, 722 N. Third St. Master
H. Meyer, L. Box 554 Secretary
C. L. Sterling, 701 N. Jefferson St. Fireman
- 287. ALTOONA; Altoona, Pa.**
Meets in Otto's Hall, E. 12th St., bet. 8th and 9th Ave. every Sunday at 1 P. M.
J. W. Wooster, 1903 Union Ave. Master
C. W. Armstrong, 431 8th Ave. and 5th St. Secretary
F. A. Davis, 1803 Union Ave. Fireman
- 288. KENNET; Estherville, Iowa.**
Meet in Masonic Hall 1st Sunday at 2 P. M. and 3d Monday at 7 P. M.
W. S. Davis, L. Box 17 Master
P. J. Sullivan, Box 48 Secretary
G. Godden, Box 124 Fireman
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets every Friday evening cor. 3d and Pine sts.
J. W. Allwine, L. Box 135 Master
G. Morgan, Box 575 Secretary
J. F. Shaanon Fireman
- 290. MARION; Hannibal, Mo.**
Meets 2d and 4th Sundays at Constellation Hall.
J. T. Hart, 412 Washington St. Master
G. Coffman Secretary
J. C. Shaw Fireman
- 291. ATLANTIC; Brooklyn, N. Y.**
Meet in Schielleim Hall, Atlantic and Vermont Aves., 2d and 4th Saturdays at 8 P. M.
J. R. Johnston, 36 N. Oxford St. Master
H. N. Martin, Jamaica, L. I. Secretary
W. C. Latimer, 118 Hall St. Fireman
- 292. MONUMENTAL; Baltimore, Md.**
Meets every Friday at 7:30 P. M. in Armstrong & Denny's Hall, Cor. Light and Montgomery Sts.
W. H. Zepp, 140 Ridgely St. Master
B. E. LaBarrre, 70 St. Peter St. Secretary
J. S. Norris, 642 S. Charles St. Fireman
- 293. LAFAYETTE; Philadelphia, Pa.**
Meet Cor. Frankfort Road and Sargent St. 2d and 4th Sundays at 1 P. M.
J. J. Leahy, 2627 Freemont St. Master
W. J. Sharkey, 2008 Somerset St. Secretary
E. Farley, 2658 Memphis St. Fireman
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
B. Hagar Master
J. D. Terrell Secretary
H. R. McLaughlin Fireman
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
E. W. Mason, Room 8, Davis Block Master
M. L. Mitchell, 320 Rock Island St. Secretary
W. T. Emerson, 221 Harrison St. Fireman
- 296. AT LANT; Knoxville, Tenn.**
Meets every Sunday evening, corner Gray and Clinch streets.
J. R. Crittenden, 118 W. Depot St. Master
R. A. Manning, 138 Broad St. Secretary
D. B. Yearwood, 71 Richards St. Fireman
- 297. CLARK; Jeffersonville, Ind.**
C. E. Buehler Master
W. F. Leonard Secretary
A. B. Chambers Fireman
- 298. GLENCOE; St. Louis, Mo.**
Meets every Sunday at 7 P. M., Corner Market St. and Ewing Ave.
H. C. Wheat, 3117 Rutger St. Master
J. W. Reynolds, 2124 Gratiot St. Secretary
C. Brantner, 327 Ewing Ave. Fireman
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
M. Prescott Master
C. H. Ridge, Box 87 Secretary
E. Mathews Fireman
- 300. HARBOR CITY; Michigan City, Ind.**
Meet 1st Monday at 2 P. M. and 3d Monday at 7 P. M., over First National
C. P. Read, Box 329 Master
A. S. Hewitt, Box 884 Secretary
W. H. Henry, Box 49 Fireman
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. of each month in Engineer's hall.
C. P. Reid, Box 329 Master
N. E. Aldrich Secretary
W. M. Weeks Fireman
- 302. TOUGHIOGHENY; Connellsville, Pa.**
Meets alternate Sundays cor. Pittsburg & Peach st
C. L. Gray, Box 231 Master
E. R. Shupe Secretary
S. A. McPhee Fireman
- 303. POST OAK; Hempstead, Texas.**
Meets every Sunday at 3 P. M. in Masonic Hall.
W. M. McMurray Master
W. A. Weir Secretary
J. E. Dehn Fireman
- 304. THREE BRANCH; Argenta, Ark.**
Meets every Sunday eve.
F. H. Barrelle Master
G. B. Yauch Secretary
R. G. Curtis Fireman
- 305. SOLIDAD; Jimulco, Mexico.**
M. H. Adams, El Paso, Texas Master
care J. S. Turner, M. M., Jimulco, Mexico.
J. M. Cornelius, El Paso, Texas Secretary
care J. S. Turner, M. M., Jimulco, Mexico.
C. Koepke, El Paso, Texas Fireman
care J. S. Turner, M. M., Jimulco, Mexico.
- 306. GRANITE STATE; Concord, N. H.**
J. C. Muzzy, 53 School st. Master
J. P. Callahan, 19 Pine st. Secretary
J. Burbeck, Box 363 Fireman
- 307. HAWDEN; Springfield, Mass.**
F. E. Gates, 34 Patton st. Master
G. H. Seymour, 11 Fremont st. Secretary
C. A. Chapin, B. & A. R. R. Fireman

Only \$1.00 per Year.

Monthly.



A Practical Mechanical Journal,

DESCRIBING AND ILLUSTRATING

New Railway Appliances,

AND TREATING OF THE

Running, Management, Repairing

—AND—

BUILDING OF LOCOMOTIVES.

SHOULD BE IN THE HANDS OF

Every Live Engineer, Fireman and Railroad Mechanic

\$1.00 per Year.

Sample Copy Free.

Agents wanted in every Railroad Center. Address

Am. Ry. Pub. Co.,

32 Liberty St., New York City.

SMOKE THE "ECCENTRIC" CIGAR,

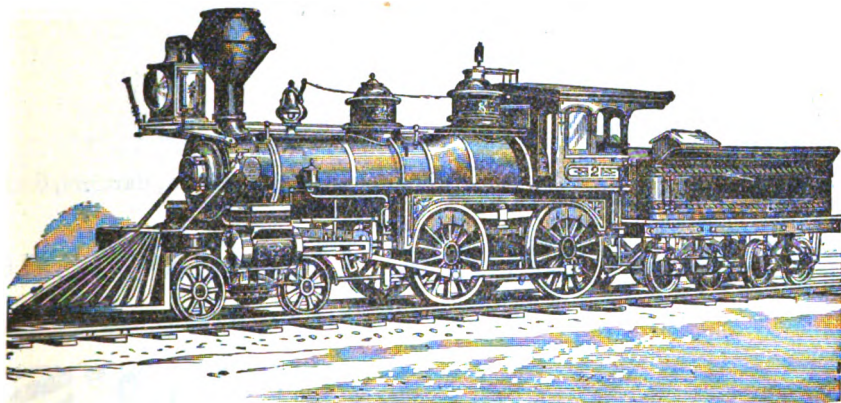
The Finest 10c Cigar in the Market.

OR SMOKE

"THE VALVE" CIGAR,

The Best 5c Cigar you can get.

TRADE MARKS REGISTERED.



To the Brotherhood of Locomotive Firemen :

GENTLEMEN—On the 31st day of December, 1885, I signed a contract with your Grand Master and Grand Secretary and Treasurer, to pay into your Treasury for five years a *royalty* of one dollar on every thousand cigars of the above brands that I sell. If *every member* who smokes will assist by smoking these cigars, asking for them continually in stores that do not keep them, and asking his friends to try them, the royalty paid into your treasury, will, one year hence, undoubtedly amount to two or three thousand dollars *per month*! Retail Dealers should order from the Wholesale Dealers and if they refuse to get the cigars I will ship direct to the Retailer. No cigars genuine unless each box lid has a *fac simile* of my signature as below. Any further information will be cheerfully given.

Respectfully,

F. D. Thompson

P. O. Box 45, Covington, Ky.

Manufacturer.

The above statement is correct. Ask your dealers to keep the cigars.

EUGENE V. DEBS,
Grand Secretary and Treasurer.

F. P. SARGENT,
Grand Master.

QUERY: If *each member* of the B. of L. F. should smoke *two* of these cigars *daily*, how much would the royalty amount to in one month?

BOSTON AGENTS—F. A. DODGE & CO., 74 PORTLAND STREET.

PHILADELPHIA AGENTS—{ GUMPERT BROS., 1341 CHESTNUT STREET,
JAMES TRIMBLE & CO., 505 MARKET STREET.



GOOD NEWS TO LADIES!
 Greatest inducements ever offered. Now's your time to get up orders for our celebrated **Teas and Coffees**, and secure a beautiful Gold Band or Moss Rose China Tea Set, or Handsome Decorated Gold Band Moss Rose Dinner Set, or Gold Band Moss Decorated Toilet Set. For full particulars address
THE GREAT AMERICAN TEA CO.
 P. O. Box 289. 31 and 33 Vesey St., New York.

PILES. Instant relief, Final cure in 10 days, and never returns. No purge, no salve, no suppository. Sufferers will learn of a simple remedy Free, by addressing
C. J. MASON, 78 Nassau St., New York.

100 B. L. F., B. L. E., or O. R. C. Cards, (designs worked in colors) with your name, address and order, \$1.00. 50 for 60 cts. Agents Wanted. Samples free. Specimen book containing 50 designs of DIFFERENT SOCIETIES sent on receipt of 15 cents. **LAWRENCE & PHELPS, Toledo, O.** Mention this Magazine.

KENSINGTON STAMPING OUTFIT FREE!



Being fully aware of the great interest the ladies are taking in Kensington Work, we have prepared a **Complete Outfit** containing **50 Perforated Stamping Patterns** on best government bond parchment Paper, all different, including Sprays of Golden Rod, Pansies, Wild Roses, Forget-me-nots, Thistles, Strawberries, Outlines of Boy, Girl, Bugs, Spiders, Storks, Scoops for Skirts, Crazy Stitch Patterns, Crystal Etchings, Borders, Pond Lilies, Tulips, &c., &c., 50 in all, ranging in size from 1 1/2 in. to 7 inches, also **1 Box Blue Stamping Powder**, **1 Box White Stamping Powder**, **1 Patent reversible Presset**, and full and complete directions for Kensington Stamping and Embroidery, Kensington Painting, Lustre, Metallic Flitter and Iridescent Painting, Colors used and mixing of Colors, Ribbon Embroidery, Chenille and Arasene Work, Correct Colors of all the different flowers, Description of every stitch used in embroidery, &c., making a Complete Outfit that cannot be bought at retail for less than \$4.00. To introduce **FARM AND HOUSEHOLD**, the large, 16 page illustrated magazine devoted to the interests of the country home and household, we will send one of these Outfits complete, **free and postpaid**, to any lady who will send 25c. for 3 mos. subscription to the Magazine. Five for \$1. Money cheerfully refunded if not more than satisfied. We are now located in our large brick factory, fronting 306 feet on the line of the N. Y., N. H. & H. R. R., and the government having located a postoffice in our factory, we are now prepared to fill all orders promptly to the entire satisfaction of our subscribers. Address
Farm and Household, Hartford, Conn.

Railroad Men's Best Friend

FOR A GOOD TIME-KEEPING DURABLE WATCH BUY

TOWNSEND'S Special Railroad Watch.

He also keeps in stock all grades of American Watches, and retails them at wholesale prices. Write for price list. You can save 15 to 33 per cent. Agents wanted. A complete stock of Jewelry, Clocks, &c., samples of his own designs. B. L. F. Charms and Pins sent on selection. Fine repairing and manufacturing at lowest prices. He sells more Railroad Watches than any house in Chicago. Reference, First National Bank.

His **Five RAILWAY Movements** are unsurpassed for durable and reliable time-keepers. **Railway, \$45.00; Anti-Magnetic, \$35.00; Excelsior, \$30.00; Superior, \$28.00, and Rockford-Townsend Watch, \$22.**

Send for Price List before purchasing elsewhere.

Townsend's new **Anti-Magnetic Movement**, suitable for Operators and Electricians.

Special Wholesale and Retail Agent for the Celebrated E. HOWARD & CO. Watches, Boston, Mass.

Send for sample card of his own special **B. of L. F. Pins, Charms, Badges and Ladies' B. of L. F. Ear-rings**, now all the style.

We endorse Mr. J. S. Townsend, as being an honorable and fair-dealing gentleman.

W. E. BURNS,
J. J. HANNAHAN.

Address all communications direct to

J. S. TOWNSEND,

Wholesale and Retail Watchmaker, 1554 Wabash Ave., Chicago, Ill.



VOL. X.

MAY, 1886.

No. 5

**T. V. POWDERLY, GRAND MASTER
WORKMAN, HIS EXECUTIVE
ASSOCIATES AND HIS OFFI-
CIAL DECLARATIONS.**

The exigencies of labor in the United States have brought to the front a number of men who are now exerting an influence of such power for weal or for woe, that their words are watched with extreme solicitude by the entire country—of these men, it is probable that T. V. Powderly, Grand Master Workman of the Knights of Labor, is at this time, by a combination of circumstances, the most conspicuous and powerful.

The history of the Knights of Labor, until recently, has not been sufficiently eventful to attract special attention. It was organized in the year 1869, and its founder was Uriah S. Stevens. The growth of the Order has been phenomenal and its membership is now variously estimated at from 300,000 to 650,000 and reports have it that the membership is increasing at the rate of 175,000 a year. How true, or how approximately true, these statements are we have no means of knowing, and give them, as we find them, for what they are worth.

It is stated that "any person who stands well in his trade, above the age of eighteen, whether male or female,

without distinction of creed or color, whether tradesman or manufacturer, employer or employe, may become a member; the Order excludes lawyers, bankers, brokers, professional gamblers or any person who derives a profit from the sale of intoxicating liquors."

The Executive Committee is composed as follows: T. V. Powderly, Grand Master Workman; Frederick Turner, Secretary and Treasurer, and John W. Hayes, W. H. Bailey and T. B. Barry. This Executive Committee is clothed with extraordinary powers. Its orders are of tremendous import. It can "order strikes, continue or terminate them. It can investigate grievances, and its decisions are final. It can order, continue, and 'lift' boycotts. It is empowered to confer with corporations, capitalists and employers, and may investigate charges against the character and acts of local and district officials and assemblies." T. V. Powderly is at the head of this Committee and at the head of this great organization. Mr. Powderly is a native of Carbondale, Pennsylvania, and is now thirty-seven years of age. In starting in life, he learned the trade of a machinist. Subsequently he educated himself for the profession of civil engineer. He joined the Knights of Labor at the age of twenty-eight years,

and became an active worker, and to his efforts was mainly due the meeting of the first grand assembly which occurred eight years ago. It is stated that "the Order of the Knights of Labor was founded to prevent the encroachment of capital on labor. The local assemblies govern themselves. They have the power to boycott whenever they please in their own district. Boycotting is the most effective weapon of the Order. Striking is less frequently resorted to, but strikes can also be ordered by the local assemblies; if they hope however, to obtain aid from the General Assembly, the strike must be *legalized*. To do this, the local assembly must notify the district assembly, whose officers must investigate the reasons for discontent. Two weeks notice is given and if in that time the district officers cannot bring about harmony between the employer and the employed, the strike is legalized, after which the financial support of the entire district may be secured. If the strike extends to other branches of trade or other assemblies, and the district is unable to sustain it, then an assessment may be laid on the entire organization throughout the country and throughout the world."

Such is a brief outline of the powers of the grand officials and of the local authorities of the Knights of Labor as they have been made public.

It will be observed, that as the Order was founded in 1869, it is now seventeen years old—a period sufficiently extended to develop the value of the methods adopted to accomplish the purposes of its founders, and those who have had, and now have, control of its operations. What are the results? We shall not pretend to enumerate the instances where either failure or success has attended the strikes and boycotts ordered by the Knights of Labor; we are without the necessary data for such statements. We simply know there have been strikes and boycotts and that they have been, according to public rumor, ordered by the Knights of Labor. Fortunately we have before us the official declarations of T. V.

Powderly, Grand Master Workman. The authenticity of the important document is unquestioned—in fact, is *in toto* admitted by all Knights of of Labor. This official paper was issued to all the assemblies of the Knights of Labor at Philadelphia March 13, 1886. The document is in many regards most extraordinary, and that the Grand Master Workman regards it of supreme importance we infer from the fact that the "recording secretary" of every assembly of the Knights was required "to issue a *red letter* call for a *full meeting*" for the purpose of hearing it read.

It will be observed by those who read Mr. Powderly's communication or "circular," that he refers to an order "recently issued to suspend the organization of new assemblies for forty days." Such an order from the Grand Master Workman of the Knights of Labor demands more than a mere mention. It is a signal of danger. It is an intimation from the captain, that the ship is becoming unmanageable and is on a lee-shore, drifting amidst rocks and reefs. We have quoted current talk in the press showing that the Order of Knights of Labor was organized "to prevent the encroachment of capital on labor." It was organized to initiate "any person who stands well in his trade, above the age of eighteen, whether male or female, without distinction of creed or color" and for seventeen years the Order has progressed, grown in numerical strength. Those in charge have had seventeen years to eliminate errors, readjust machinery, note consequences and prepare for emergencies—and now, an order is issued to arrest for forty days the organization of assemblies of Knights of Labor. Why? Let Mr. Powderly speak. In his "circular" of March 13th he says:

"If the Order is to perform its mission as intended by its founders and those who have worked with it from the beginning, a radical change must be effected. A stop must be called, and the ship brought back to her moorings. It has always been, and is at the present time, my policy to advocate *conciliation and arbitration* in the settlement of disputes between employer and employee. The law

of knighthood demands at the hands of our members an adherence to that policy. *Thousands of men who had become disgusted with the ruinous policy of the strike as the only remedy for the ills we complain of were drawn to us because we had proclaimed to mankind that we had discarded the strike until all else had failed.* The men and women who flocked to our standard have a knowledge of their wrongs. They have endured these wrongs for years; and in reason are in duty bound to learn how to right these wrongs by the *least expensive and satisfactory*, as well as lasting remedy. *Six months will not teach men our principles and proper methods, yet men are impressed with the idea that they can learn them in six weeks or six days, and before the ground work for a proper education is laid we find our assemblies on a strike or lock out; and in too many cases the provocation comes from their own hasty and inconsiderate action.* No matter what advantage we gain by the strike, it is only medicating the symptom; it does not penetrate the system, and therefore fails in effecting a cure. The only natural sequence is a relapse, and a relapse always means more medicine and a weaker patient than before. You must bear with me and read this letter to the end, for it may be the last one I will ever write to you."

In reading the foregoing there can be but one rational conclusion and that is, that the Order of the Knights of Labor have totally misconceived the objects of the organization, or that the methods devised by the Order, to correct evils, were originally and fundamentally wrong. Mr. Powderly's view of the situation is that the Order has gone wrong and is pursuing a career of error and injustice which demands a "stop," and these wrongs have grown to such proportions that Mr. Powderly demands their prompt correction or he must be permitted to resign.

Just here our readers should be reminded that the public has been told that "local assemblies govern themselves, and that they have the power to boycott and strike whenever they please." If this is true, and current events demonstrate that it is absolutely true, the fact will occur to a great many people that the mistake, if it be a mistake of the Order, a misapprehension of power and prerogative, ought to have been corrected long ago. Seventeen years is a long time for an error to exist in an organization, for

in that time it will become so embedded, so interwoven into the fibre and muscle and thought of men, that it will be accounted a vital virtue rather than a wrong, fruitful of untold ills and crushing disasters. In this connection Mr. Powderly says:

While I, as the chosen mouthpiece of the Order, am proclaiming to the world that the Knights of Labor do not *advocate or countenance strikes* until every other remedy has failed, the wires from a thousand cities and towns are bearing the news of as many strikes by Knights of Labor, in which *arbitration and conciliation* were never *hinted at*. Not that alone, but they were in many cases *scorned and rejected* by our own members. In some cases these strikes were entered upon against the advice of the General Executive Board.

The declarations of Mr. Powderly rivet the conviction that the great mass of the Knights of Labor have totally misunderstood the mission of the Order—strikes and boycotts have multiplied in all directions. The authority of the Executive Board has been ignored and local assemblies and district assemblies, believing they had the power, have ordered strikes and boycotts *ad libitum*. Mr. Powderly sees in the growth of the Knights of Labor as an order, multiplied dangers, elements and forces which alarm him—a blind Samson, preparing to shake down the superstructure, and he does not disguise his fears. He says "five hundred assemblies of Knights were organized in February last—as many as were organized in the first eight years of the Order's existence," and just here appears another source of danger. The men and women, "men and women without distinction of creed or color," "new recruits," undisciplined and uneducated, join the Order because they believe it can protect them against the "encroachments of capital on labor," and hence strikes and boycotts which local assemblies have the right to order, but says Mr. Powderly, "to attempt to win concessions or gains with our present raw, undisciplined membership would be like hurling an unorganized mob against a well drilled regular army." Nor is this all. Mr. Powderly intimates that strikes have

increased because of the fact, which we have stated, of pecuniary assistance from other Knights who continue at work. He says, "It is not fair to the older assemblies to bring in new members, pick up their quarrels as soon as organized, and have them expect pecuniary aid from those who helped build the Order up for a noble purpose. It is not wise to give men and women a premium for joining us. It is wrong to encourage them in the idea that they have nothing to do themselves, that they are to lean upon others; they must depend upon themselves, and in any case cannot receive assistance inside of six months, and I will hold out no inducements that will encourage them in the belief that they will receive assistance even then." Manifestly it operates as an inducement to strike when the strikers know all other Knights within a certain territory are to be assessed to support them, but unfortunately, many Knights of Labor regard this as a fundamental principle of the Order, and if they have entertained erroneous opinions upon the subject, Mr. Powderly ought long since to have corrected the grave mistake.

In reading the circular of Mr. Powderly, we confess to sensations such as hitherto we have not experienced. Mr. Powderly, we believe, has been elected four times to the position he now holds in the Order of Knights of Labor, and how it happens that he has not long since discovered the tendencies in the Order, which he now deplures, is a mystery, which we find quite impossible to explain—organized to arrest the "encroachments of capital on labor" the Order has become unwieldy, and by its growth, defeats the purpose of its existence. Local and district assemblies, empowered to order strikes and boycotts, are doing the cause of labor immense damage by doing the very things they were organized to do. Starting out with the proposition that manufacturers and the employers of labor might join the Knights, we are now told that it was "not intended that the Order should harbor unjust employers" and now,

the advice is to "take in as few employers as possible." Mr. Powderly says, that "the name of this Order and its principles are published everywhere and men who stood openly arrayed against us two years ago are now our friends. Beware of them. Take them in if you will, but watch them." Mr. Mr. Powderly warns the assemblies against men who, studying the purposes of the Order for two years have been converted from enemies to "friends," and advises that such friends should be "watched." Mr. Powderly further observes that "the politician is planning, night and day how to catch the Knights of Labor for the advantages of himself and party and rest assured he has his emissaries in our ranks."

If this be a danger, then by Mr. Powderly's admission, the blood of the Order is already poisoned with it.

The circular abounds with statements well calculated to discourage the friends of the Knights, and we are not surprised that Mr. Powderly is willing to retire to private life, if the outlook does not at once become more assuring. He says that "nearly every State assembly that has been formed since the General Assembly met has been organized amid discord and contention. I fear that the struggle is not to serve the Order so much as to serve personal ends. Nearly every assembly in the States of Kansas and Michigan has complained to me about the attempts being made to organize State assemblies. Such official declarations are an indication of anarchy and dissolution." The Grand Master Workman tells the Knights of Labor in an official circular that men who organize assemblies are prompted by selfish motives, and not to serve the Order—and now surveying the entire field the Grand Master Workman tells the Knights of Labor, that "*These words of mine must be heeded or this Order goes down as surely as night follows day.*"

What are his words? Stop striking, stop boycotting, stop doing the very things you have been doing, else the Order goes down "as surely as

night follows day." The Order of Knights of Labor started out with the motto, "An injury to one is the concern of all." These were ordained the shibboleth words of the Order, and the Knights have for seventeen years proclaimed it as their battle cry. Mr. Powderly now sets down with great vigor on this motto. He shows the converse of the motto which most effectually upsets it. In his circular Mr. Powderly says: "While I write, a dispatch is handed me in which I read these words: 'They discharged our brother, and we struck, for you know our motto is, 'An injury to one is the concern of all.' Yes, 'an injury to one is the concern of all,' but it is not wise to injure all for the concern of one.'" This is *striking strikes and strikers*, and the Grand Master Workman adds: "It would have been better to continue at work and properly investigate the matter." Manifestly that is true, but for seventeen long years, the Knights of Labor have been educated in the other direction, they have struck and boycotted, and now their Grand Master Workman tells them there must be a change or their Order "goes down as surely as night follows day"—and he tells them his words must be heeded or he will resign—and in conclusion Mr. Powderly announces his ultimatums. He says:

"Strikes must be avoided; boycotts must be avoided.

Those who boast must be checked by their assemblies. No move must be made until the court of last resort has been appealed to.

Threats of violence must not be made.

Politicians must be hushed up or driven out.

Obedience to the laws of knighthood must have preference over those of any other order.

In reading Mr. Powderly's "Circular" we fail to find in it one solitary word, commendatory of the operations of the Order during the past year. According to Mr. Powderly's view, everything has gone wrong, and wrong to such a degree as to threaten the existence of the Order, wrong to such an extent that he can no longer bear up

against the swelling tide of error, and therefore, plainly tells the Knights of Labor they must change their course or he will retire. Such is the Order of Knights of Labor as told officially by their chief, and it must be confessed that the account is anything but assuring. If Mr. Powderly can speak in such terms of the severest censure of the Knights of Labor what must necessarily be the estimate of the public of the Order. If Mr. Powderly is alarmed is it strange that the entire community entertains doubts and fears. It is to be hoped that Mr. Powderly's authority and personal influence will be equal to the requirements, but he is likely to find that errors in methods of long standing are seldom if ever suddenly corrected.

P. D. ARMOUR, of Chicago, is a very rich man. When men become very rich their inherent traits of character become conspicuous. The world looks on and admires or detests as manliness or meanness holds sway. It is reputed of him that recently while in conversation with a number of gentleman a poor wreck of a tramp asked for ten cents. Armour replied: "I haven't ten cents, but if a dollar will do, here it is." The bewildered tramp took his departure, and Armour remarked, "That money may go for drink, but I am not to blame, it may be myself or my boy some day." It is told of Armour, that a clergyman asked for \$30.00 to aid a poor woman who was deplorably destitute and who had just given birth to a child. The money was promptly given. Very soon the clergyman returned the money saying: "The woman is of ill repute and the child the result sin." Then Armour informed his wife of the case and abundantly supplied the wants of the unfortunate woman, and referring to the clergyman said, "If the d—d scoundrel comes here again, throw him out." It is true some rich men have hearts as big as their fortunes, and Mr. Armour seems to be one of that sort.

CURRENT DISAGREEMENTS BETWEEN EMPLOYER AND EMPLOYEES.

There never was a time in the history of the country when the disagreements between employers and employes were as numerous and as varied as at present. Thoughtful men are diligently seeking for the cause—for the reasons why. Scarcely any locality is exempt. Complaints come from every trade and occupation. Strikes are numerous, some of them extensive and exceedingly embarrassing, and each involves complications which require consummate ability to unravel.

In this connection we esteem it pertinent to introduce the thoughtful conclusion of Mr. Arthur T. Hadley, commissioner of labor statistics of Connecticut. In his report to the governor Mr. Hadley says:

The relations between labor and capital cannot be treated as a mere matter of private business, but involve social and political questions. The fact is becoming clearer every day, whether we like it or not. The state of things is this: *The men who do the most physical work, as a class, seem to have the least to show for it.* Their wages are often barely sufficient to meet the expenses of living. They sometimes cannot get work at all. At best, they are working for others, with little independence of action, and often with little hope of anything better. In their life, their work and their relations to their employers, evils and abuses have arisen, which it seems impossible for any individual to prevent, while the attempt to remedy them by organized action often proves worse than useless. In this difficulty there is a demand for public investigation, and for legislative action.

The fact that men who perform the most physical labor have less than anyone else to show for it, might not of itself create disturbances, as in all the ages past, no one has ever been able to determine how much an honest day's work is worth; but when an honest day's work does not secure a sufficient supply of the absolute necessities of life, then everybody knows, and everybody possessed of a soul is willing to admit that a cruel, flagrant, stupendous wrong has been done the workingman or woman. To reach

that conclusion, political economists, mathematicians, persons learned in logic and law, are not required. "The wayfaring man though a fool," will not err in his conclusion. Hunger with its gnawing agonies bears testimony to the fact. Homes destitute of comforts denounce trumpet tongued the wrong. Shivering mothers and children pronounce that a curse, cancer-like, is upon them, and is sending, deep down into their vitals, its poisonous and destroying roots.

If, then, the question is asked, why this widespread unrest in labor circles throughout the land? The answer comes quick, emphatic and conclusive: workingmen are not receiving fair wages—by which we mean, here, sufficient wages to supply themselves and those who are dependent upon them, a respectable support.

There may be—indeed there are other causes assigned for the labor infelicities which now exist. We shall not attempt to enumerate them, nor is it required. Locomotive Firemen are keeping abreast of the times, and are familiar with the causes which are creating the widespread unrest. But it may be well to say, that hours, working time, enters largely into the deliberations of workingmen. They declare that not only are wages too low, but that they are required to work too many hours to secure even such wages as they do receive. They contend that they are placed between two wrongs, between the upper and the nether millstones, *overwork* and *under-pay*, and that they are simply trying to escape from the grinding, crushing curse.

Now, it should be understood, that there never was a time in the history of the country, when workingmen were asking themselves so many questions as now. We doubt, if average citizens, however intelligent and thoughtful, have prudently estimated the lifting, expanding, invigorating and disenthraling power of intelligence, or, if they have stopped to inquire to what extent this growth of intelligence is responsible for the present perplexities and embarrassments

which now surround the labor interests of the country?

We boast of our schools and libraries, and the disappearance of illiteracy—and well we may—and it is this universal diffusion of knowledge which is bringing workingmen to the front and emboldening them to assert their claims to a larger share of the products of their toil. And it is vastly material to say in this connection, that American workingmen are resolving to live like American citizens—not like the heathen Chinese. If this is done, better wages must be secured, and will be secured, and a reasonable advance in wages will, in no respect whatever, prove detrimental to employers.

We have said, that workingmen are now everywhere engaged in asking themselves questions—and this done, they are extending the area of the field of interrogatories until the great public stops to listen and to answer.

We have what is called a Christian civilization. We refer to the present as the high noon of the Christian era. We boast of our schools and our churches, we talk of the nation's wealth and power, we discuss and tabulate the fabulous productions of our soil and of our ability to supply other nations with food. We get bewildered with the sum totals of our foreign and inter-State commerce, and yet we are to-day confronted on all sides by harrowing conditions, and hear the declarations of men, women and children, that hunger is gnawing at their vitals, that they are cold for the want of comfortable clothing, and that their homes in thousands of instances are little better than hovels. There is idleness and destitution, because, with all our boasted civilization, wealth, culture, progress and Christianity, we are unable to do simple justice by those who create the wealth and carry forward the great enterprises of the period.

It is not strange, therefore, that working people are asking questions, not strange that they have grievances and that they are seeking for a remedy for the evils which have befallen their lot.

We are not unmindful of the fact that some people complain because it is their nature to be dissatisfied—they belong to the croaking-frog-family of humanity—on dry land or in the water, they croak, hot or cold, sick or well, “in poverty's vail or abounding in wealth” it matters not, they are discontented; but such people are the exception. The great body of men, we refer to working men, desire contentment and would suffer inconveniences rather than create derangements and commotion. The history of labor is pre-eminently distinguished by conservatism, and hence when there is widespread unrest, there is popular conviction that underlying the disquietude there are potent reasons—any other conclusion antagonizes common sense views of human affairs. It goes for nothing to say that workingmen make mistakes, or that their methods to redress their grievances embody errors. Such things are inseparable from human nature, and when such accusations are made, who is there among accusers to throw the first stone? Employers? Nay, verily. In the presence of facts they should remain speechless.

The demand is for an honest analysis of the situation; this accomplished, the discussion of remedies will be in order.

First, are the statutes just? Take for instance the well established fact, that if the law permitted certain foreign commodities, raw materials to be imported free of duty, certain classes of goods could be so manufactured as to compete with foreign countries in the markets of the world. This would stimulate profitable manufacturing and increase the demand for labor. Hence, labor is deeply interested in such legislation.

Again, it is believed that to make eight hours a legal day's work would indefinitely benefit the laboring class. We refer simply to the financial aspect of the case. The problem worked out discloses the fact that if 100 men working ten hours a day were to work only eight hours, the change would make

room for twenty-five more men, hence if 1,000,000 men are working ten hours a day, by reducing the hours to eight, room is made for 250,000 idle men who need work. The change from ten hours to eight more widely distributes earnings, and if wages paid for ten hours are paid for eight hours, then labor comes nearer than at present to receiving its fair share of its products. There is profound economical philosophy in the eight hour proposition, and once inaugurated and honestly carried out, it would exert a beneficial influence. Labor contends that the State pursues a vicious and demoralizing policy, by seeking to derive revenue from its felons, in which case honesty and good citizenship is required to compete with crime for sustenance. We have not the space now at our command to elaborate these propositions, but they enter into the present labor troubles and should command consideration. To correct such errors, whether of legislation or practice demands neither strikes nor boycotts. They simply require thought and study and an honest purpose to find a remedy and apply it.

Dismissing such questions and taking a wider survey of the field, complaints multiply, but those the most frequent relate to wages. There are localities and enterprises, where harmony between employer and employe exists, but as a general proposition, labor complains of inability to obtain fair wages. In some instances, there is a crusade against labor organizations, and again complaints are heard in regard to the flagrant wrong of "black-listing." Each of these complaints present many and different phases, often trivial, but more frequently of such gravity as to place in peril the security of capital, the employment of workingmen, and the peace of society. But we are clearly of the opinion that for their adjustment, there are better methods than strikes or boycotting, and we still have faith that peaceful remedies will be found.

The present agitation of labor ques-

tions will, we are convinced, inure to the benefit of the wage men of America. Facts hidden from the public eye have been laid bare, and their importance is now up for discussion, and workingmen in thousands of instances have qualified themselves to present their rights and interests with such cogency and force that there need be little solicitude as to the final verdict. There have been mistakes, errors in judgment and methods, there has been headlong precipitancy, when great caution was required, there has been a resort to extreme measures where moderation was demanded by every consideration of justice and propriety, and yet we are confident when the normal condition of business is again established, every labor problem that has demanded investigation will be nearer a rational and a just solution than ever before. Having boundless faith in American workingmen and in American institutions, appreciating the power of intelligence, books and ballots, we anticipate at no distant day when logic and law, faith in man and fealty to justice and right, will place employer and employe in harmonious relations, and that the trials through which they have passed, since they led to peace and concord, will be remembered as benedictions instead of afflictions.

THE railways of Russia, during the past five years have killed 2,121 persons and wounded 3,484—of the killed 159 were passengers, and of the wounded 457 were passengers—total passengers killed and wounded, 616. It is said that the ministry of railways in Russia investigate accidents by which life is lost, or passengers are wounded, thoroughly, and that negligence is severely punished.

NEW JERSEY has had a number of railway tax suits on her hands, to defend which, has cost her, in lawyers, fees, expert testimony, printing, stenographing, etc., \$43,178.61. Such figures show that justice has to be purchased at exorbitant figures.

A MISTAKE.

The General Superintendent of the Toledo, Cincinnati & St. Louis railroad, recently issued to the employes of the road, the following remarkable notice:

It is apparent to all persons connected with the movement of cars and locomotives, that the work is hazardous, terminating frequently in accidents, which, if not fatal, result in loss of time that means diminution of salary. It therefore behooves each and every person thus employed to provide for such contingencies, and to this end it is ordered that all conductors, brakemen, baggagemen, yardmasters, switchmen, engineers, firemen, and hostlers, *who wish to remain in the service of the road after January 1, 1886, must provide themselves with an accident insurance policy.* Arrangements have been made whereby orders will be accepted by the cashier for monthly or quarterly payments of premiums, thus bringing same within reach of all.

This singular proclamation was issued by Superintendent Pettibone, while the road was in the hands of a receiver, a circumstance of special value to the employes, because, touching the order, there was a higher, and fortunately a more conservative authority than Mr. Pettibone. The attention of Judge Baxter, of the United States Court, having been called to the proceeding, he at once revoked the order. The widest possible publicity should be given to the action of Judge Baxter in this case, because it involves questions of vital importance. The fact must now be recognized that employers, no matter what may be their motive, cannot issue an order which deflects a farthing of the money earned by an employe, for any purpose whatever without the consent of the employe. It is by no means complimentary to the people of the United States, who boast of their enlightenment and freedom, that it has required the courts to interfere to maintain the inalienable rights of citizens, but now that we have such a decision the people ought to renew their allegiance to the Fourth of July and take fresh courage. We doubt very much if we are again called upon to comment upon such a mistake as was made by Mr. Pettibone, and the indications are that compulsory insur-

ance, compulsory Relief Associations and compulsory anything and everything else have had their day and will not again be revived. In this there is much to inspire working men with confidence—in fact, it is a circumstance immensely instructive. It is indicative of the fact, cheering and invigorating, that working men by their intelligence and independence, have emancipated themselves from mental servitude and have ceased to acknowledge any one their master. It betokens a better and brighter day for labor, and for society, and employers by learning that they are quite as dependent upon laboring men, as laboring men are upon them, will seek to rid themselves of all superciliousness and will themselves become better citizens.

BILL RUFFIN.

Frequently in the past it has been our mournful duty to chronicle the death of heroic enginemen, who, in the performance of their hazardous task, fell at their post, but we have never recorded the death of a man more dauntless than Bill Ruffin, or one who possessed a more magnanimous nature.

It is little that we can do to rescue his name from oblivion. Unknown, except to a limited circle of friends and acquaintances, obscure as compared with those whose calling gave them notoriety, he simply pursued the even tenor of his way, facing danger with a courage and fidelity which never wavered. On the night of the 23d of January last, Bill Ruffin, in charge of an engine drawing a passenger train, in the darkness of night was speeding toward the Talahatchie river in Mississippi. The peril which cost him his life was discovered too late to prevent disaster, and the train, excepting two sleepers, went down. There was a precious freight of train hands and passengers, but Bill Ruffin was the only one who perished. Pinioned between engine and tender and up to his head in mud and water, he was found dying. His first and only words were, "Are the crew and passengers safe?"

The answer was, "Yes." Then said Bill Ruffin, "Thank God, that's clever." This done, a great soul took its flight. If that was not "nobility" then the word is obsolete. It has no meaning. A nobler example of grandeur of character does not exist in the world. And yet there were cold-natured people who could say when they heard that Bill Ruffin was dead, "Only an engineer was killed." O, yes, more than an engineer. Bill Ruffin was a prince of royal blood, and it is a pleasing fancy to believe that the engineer who said, "Thank God, that's clever," when he heard all was safe, has been coronated in a realm where God-like deeds are appreciated and rewarded.

INDEPENDENCE.

The American Railroad Journal, in its February issue, gives special prominence to the Relief Association organized by the Pennsylvania Railroad Company. In reading the article we confess to having been amused if not instructed. The writer approves and condemns with equal facility and felicity.

In the first place the employes of the road are not complimented for having declined the offers of the company to relieve their necessities under certain circumstances, which are said to be "certainly and entirely unselfish." The employes, generally, took a different view of the subject, and as they believed they could do better for a less amount of money, than the Pennsylvania Company demanded, they felt assured that their interests would be better promoted if they were let alone.

The writer in the Journal is not favorably impressed with what he styles "the much-vaunted American trait of independence," which he assumes "is in great part responsible" for the position taken by the employes of the road. This "much vaunted American trait of independence" is just the trait that should be everywhere commended—but, says the writer, "independence, like many other

very noble traits, is liable to work mischief if unrestrained."

And just here comes the remarkable conclusion. "No man," says the writer, "who works for wages is independent, from the president of the United States down to the humblest laborer; he is responsible to somebody and is responsible for the proper performance of his duties. The pride of the employes in being their own financial managers is a foolish pride." These extracts from the Railroad Journal's editorial remarks on Railway Relief Associations are most extraordinary. The spirit of independence, without which employes become the willing and degraded tools of employers, is stigmatized as a "much vaunted American trait," and though a "noble trait" "is liable to work mischief if unrestrained." What restraint is required when railroad employes choose to expend the money they earn, exempt from dictation from any source whatever? In a certain sense, "it may be true that no man is independent," but necessarily it is in a very restricted sense, otherwise the term "independence" is shorn of all meaning and becomes obsolete.

The word "independence" as defined by Webster, means "the state or quality of being independent; absence of dependence; exemption from reliance on others, or central from them; self subsistence or maintenance; *direction of one's own affairs without interference*." Now we assert that except in the last sentence of Webster's definition which we have italicised—"direction of one's own affairs without interference"—there is no independence in the world. Mr. Webster says, "Few men are wholly independent even in property, and none independent for the supply of their wants," as a consequence, inter-dependence. Mutual dependence prevails everywhere and it is only in "the direction of one's own affairs without interference" that absolute independence can be secured, and it is this independence and this absolute right that the employes of the Pennsylvania railroad company demanded,

nothing more; and by demanding this right, they demonstrated that they were manly men, not "squaw men," and the fact should elevate them in the estimation of their employers. Taking this view of the subject, what must be thought of a writer who gravely asserts that "the pride of employes in being their own financial managers is a foolish pride?" True, there may be employes, as there are employers, who make sad mistakes in the management and disposition of their incomes; but such facts in no wise affect the proposition that it is every man's right to be independent in disposing of his own earnings, without interference from others, and when a man permits such interference, without rebuke, and transfers his right to another, he surrenders his independence and becomes a creature little better than a slave.

The writer of this article in question, after stigmatizing and extolling independence, and asserting that wage men are not and cannot be independent, and declaring that "the pride of employes in being their own financial managers is a foolish pride," remarks that the employes of the Pennsylvania road "love the feeling of independence and the prosperity of their relief associations are matters of personal pride of their managers." It would be difficult to find a writer who, for the purpose of pleasing both sides, more effectually demonstrates that he lacks every ingredient necessary to independence of thought or rational conclusion. As an evidence of this, after stating that "the much vaunted American trait of independence" was in a great part responsible for not accepting the "entirely unselfish" relief scheme of the Pennsylvania road, and declaring that "the pride of employes in being their own financial managers is a foolish pride" he says "the average railway employe is an intelligent man, and a member of that proud class known as skilled labor." It is unfortunate for the country that such articles as the one upon which we have briefly commented, are thrust forward as in any

sense representing the interests of employes in any branch of business. They exert a demoralizing influence. They voice no healthy sentiment for employes or employers, and if they exert any influence at all, it is in the line of confusion of ideas in regard to mutual rights and duties. What is required are plain statements of facts and conditions. This done, the common sense of men will be able to reach a rational verdict.

LEWIS W. PHILBRICK.

It was a favorite method of Napoleon Bonaparte, when desiring to arouse his soldiers to deeds of superhuman courage in battle to recognize those who had performed acts of great valor and daring, by rewarding them with promotion on the field of victory and glory and on the very spot where their dauntless spirit had won his approval. There was the bugle blast and the roll of drums. Then the humble soldier, or obscure officer, was called out before the victorious army and under the eagle eye of the chief and the lion-hearted soldier was promoted. Other soldiers looked on and resolved when another battle occurred they too would win promotion or die in the effort.

Instances of lofty heroism are continually transpiring around us in which the actors, though performing deeds of conspicuous courage, and inspired by motives essentially divine, are never heard of except in the limited circle of personal friends.

We write for the purpose of giving such publicity as we can to the self-sacrificing courage of Lewis W. Philbrick, a Locomotive Fireman of Maine. A special from Portland, Maine, tells of a disaster on the Grand Trunk Railroad in March last, by which a snow-plow was thrown from the track and the engine turned upon its side. Fireman Martin, in jumping off, was horribly crushed in his stomach and bowels and fell beneath the locomotive a conscious, quivering mass, where he lay amidst steam and cinders in the agonies of a double calamity. Then another fireman, Lewis W. Philbrick, at his own

peril, crawled through steam, hot water and cinders and dragged forth his dying comrade, and when the work was accomplished fell fainting by the side of the man he had rescued, who soon after died in great agony. Philbrick, though terribly scalded and burned, survived, and is deserving of much higher honor than we can confer by writing an account of his nobility of soul. For deeds less conspicuous for intrepidity, men have won promotion in military and civil service of governments, but not one of them is better entitled to honor and gratitude than Lewis W. Philbrick, the courageous Locomotive Fireman.

THERE is now invested in the business of making coke in the United States \$13,000,000. 6,000 men are employed, and 12,000 ovens are in operation. That part of the business conducted by one Trick, in Pennsylvania, is a foul stain upon the civilization of the age, and yet in Pennsylvania there is no law by which the immeasurable villainy of the wretch can be reached.

THE warship Tallapoosa is hereafter to be steered by an electrical apparatus, which does away with a man at the helm—as the ship guides herself automatically. It is to be hoped that a little more electricity will be injected into all our naval vessels. Of late they have been too sluggish in their movement, and have been neither useful nor ornamental.

THE brakeman on the Evansville & Terre Haute railroad demanded an advance of 25 cents a day, from \$1.50 to \$1.75. The President of the road recognized the justice of the demand, and the strike which had been inaugurated lasted *one* day.

THE railroads of the State of New York, during the fiscal year, ending September, 1885, earned \$111,632,961.47, or about \$6,000,000 less than the year previous. During the year, thirteen passengers were killed and ninety injured.

CRITICISING A CRITIC.

In the February issue of this Magazine we referred to the speech made by P. M. Arthur, Esq., G. C. E. of the Brotherhood of Locomotive Engineers, in which we courteously referred to expressions used by Mr. Arthur, which we regarded as infelicitous. Such, for instance, as "buying" and "selling" labor, and the designation of labor as a "commodity."

We did not assign to such expressions exceptional importance, but simply indicated our preference for other terms more in accord with the verities and proprieties when labor and laboring men are the subjects of discussion. Moreover, we took occasion in the article referred to to speak in generous terms of Mr. Arthur's speech, of the purpose of its author, etc., and in what we now have to say there is no purpose to apologize—in fact, we should not have referred to the subject again if a gentleman signing himself J. E. Phelan, and writing from Brainerd, Minn., under date of February 12, had not called our attention to the subject. Mr. Phelan's comments appear in the Engineer's Journal for April, and while neither caustic nor casuistic require some notice at our hands.

It does not offend us for Mr. Arthur to have defenders and apologists, and if it should be his good fortune to find one more capable than Mr. Phelan to engage in such tasks he would be at once the recipient of our congratulations. In the past it has been our pleasure, when circumstances made it prudent, to speak of Mr. Arthur in terms not calculated to mislead those who desired to know our estimate of the gentleman who is at the head of the great Brotherhood of Locomotive Engineers, and our record enables us to say that our estimate of men does not depend upon their estimate of us.

Mr. Phelan, referring to our "lengthy criticism," remarks that "it might be better to let this production go unheeded," and notwithstanding the writer's complimentary reference to our "attractive ability," which he regards "worthy of recognition," he does per-

mit our criticism to go "unheeded," that is to say his comments have little or no relation at all to the subject upon which he brings his intellect to bear.

"This article," says Mr. Phelan (referring to the article in the February number of this Magazine), "must have been written some night when its author sat up late reading Henry George on 'Social Problems, Progress and Poverty,' and his feet getting cold and digestion impaired he allowed forbearance a negative and assumed an attitude of champion of labor in its abstract and imaginary sense," and "in this matter his remarks are but visionary contortions of a feverish imagination," and all this display of second-hand fire-works because we suggested that it were preferable in speaking of workmen for employers to say "we hire" our men, instead of "we buy" our men. It is probable that Mr. Phelan, not being "confined to an office" or to a "limited sphere," would prefer that his employer should *buy* him, that he would rather *sell* than *hire*, and that is what he terms the "practical view of affairs." Mr. Phelan is satisfied that for men to hire out is not practical, and that those who object to being *bought*, who are not for *sale*, do not look "at matters as they exist," but "go into the region of confused intellect and evolve thoughts and conclusions from a secluded province of the brain rather than from the living panorama of events and experience," and that the idea of workmen choosing to be *hired* rather than *sold* ought to be "relegated" to "high school lyceums" where "callow youth" display their folly. When workmen refuse to be *sold*, or object to being *sold*, they are supposed to be in the "region of confused intellect," and that their "thoughts and conclusions" are "evolved from a secluded province of the brain," and that they are not catching on to the "panorama of events and experience."

We object to the expressions "buying labor" and "selling labor," as also to the term "commodity," when applied to labor. We do not think they are either prudent or proper. They

convey an erroneous idea. They degrade rather than elevate labor, or laboring men. For instance, an employer wants the services of Mr. Phelan—he has heard that Mr. Phelan is for *sale* and can be *bought*. Therefore, the employer concludes to *buy* Mr. Phelan and dispatches an agent to Brainerd, Minn., to examine the *commodity* and ascertain its price. Honor bright, Mr. Phelan, what kind of a reception would you give the agent after stating the nature of his mission in the above terms?

There are five millions of *darkies* "down South" who are glad that *labor* is no longer *bought* and *sold*, that the auction block is gone, and that now they can *hire* out, and in that sunny land the "panorama of events and experience" has been changed, and the most "secluded provinces of the brain"—the outposts of thought chime in with the central "provinces" and declare that *buy* and *sell* when applied to workmen are infelicitous and improper terms. Brainerd, Minn., may be an exception and Mr. Phelan may be the apostle whose mission it is to convert the world back to ideas which prevailed when Pharaoh's slaves built the Pyramids.

We can assure the Brainerd correspondent of the Engineers' Journal, that when we wrote the article which he thought he was criticising, we were not suffering from "impaired digestion or cold feet." Then as now, our heart throbbed responsive to a desire to promote the interests of working men, and since words are the signs of ideas, we would choose such words when speaking of labor and laboring men, as would have a dignifying instead of a degrading influence.

Mr. Phelan expresses the wish that the Editor of this Magazine shall "see himself as *others* see him." In that there is nothing specially objectionable, but it may be well to remark that *others* are not always agreed in their opinions, as Mr. Phelan's statement would seem to indicate. In Mr. Phelan's criticism we simply see ourselves as *he* sees us and this by no means enables us to

"see ourselves as *others* see us." Let us elucidate this point for the benefit of our Brainerd critic. In an excellent article in the April number of the Engineers' Journal signed "Rory O'More," the writer, in expressing his admiration of Grand Chief Arthur and the manner in which he acquitted himself in the late difficulty on the Elevated Railway of New York, uses the following language:

I cannot let this opportunity pass without complimenting the Grand Chief. * * * * * Never before did I experience such sensations of delight as when I read the account of the affair in the ponderous New York dailies. It seemed as if my life-tide bounded with uncontrollable buoyancy through my veins as I thrilled with every phase of the fight; all so admirably planned and so faithfully executed, showing the Napoleonic head of the Chief.

In contrast to the above we clip the following paragraph from the Free Press of London, Ont., of April 7th viz.:

From the comments of the newspapers and the workmen generally, it may have struck Chief Arthur of the Brotherhood of Locomotive Engineers that his remarks in reference to the eight hour movement, meaning 'two more hours to loaf around saloons,' was a piece of idiocy which hasn't raised him any in the estimation of sensible, thinking men. There is a general sentiment gaining ground that Arthur ought to get a larger hat or take a day off and let the swelling go down.

In no sense does the foregoing represent our sentiments and we have only alluded to the subject to show Mr. Phelan that the expression of an individual hardly enables us to accurately see ourselves as *others* see us.

Mr. Phelan, in concluding his communication, remarks that "Engineers should be the *best friends of firemen*," and that "Mr. Debs should not widen a breach." The italics are ours, made so, if possible, to invite attention.

Mr. Phelan speaks of "a breach," as if a breach existed. He says that "Mr. Debs should not widen a breach," intimating that it has been our policy in conducting this Magazine to "widen a breach."

Does Mr. Phelan refer to a breach between firemen and engineers? Evidently he does, and that such a breach exists in spite of Firemen, is too evident to require labored proof. If it be true, that a breach does exist, the supreme question is, who is responsible? Is it to be attributed to the course pursued by the Brotherhood of Locomotive Firemen? There is not a page

of the history of the Brotherhood, not an incident to confirm such an astounding accusation. Is this breach of which Mr. Phelan speaks, to be charged to the course of the Firemen's Magazine? For five years it has been under our control. It can bear testimony for itself and for our course. If the insinuation is made anywhere, by any one that we have sought to "widen a breach" between firemen and engineers the uniform courtesy of this Magazine in dealing with the Brotherhood, of Engineers stamps the intimation as a totally gratuitous slander.

In this connection we deem it proper to append a few extracts from the columns of this Magazine, in order that our readers may determine whether or not our policy has been calculated to widen the "breach" Mr. Phelan refers to. In our report of the Elevated Railway troubles which appears in the March issue, we comment as follows:

It will be observed in the grievances as set forth by the engineers, that the vital interests of firemen were involved. There was an identity of interests which required a combined effort to secure the required concessions. In this instance the generalship was with the Locomotive Engineers, and how well they conducted the campaign is a matter of universal commendation with all Locomotive Firemen with whom we have conversed or held communication, and it affords us special satisfaction to say that our Brotherhood Firemen of New York City speak in the highest terms of the superior ability, tact and prudence of P. M. Arthur, Esq., who gave the matter, for several days, his undivided attention.

Also the following:

The incident supplies abundant proof, and presents in a light which cannot fail of carrying conviction to the minds of all reasonable men, that the two great Brotherhoods are necessary to each other, and that they ought always to feel a profound solicitude in each other's welfare.

We are by no means disinclined to admit the soft impeachment, that often, when contemplating the mutual perils of engineers and firemen on the rail, we are disposed to indulge in what is usually styled sentimental musings. There is nothing that brings men into such accord as peril. Danger de-thrones caste. It levels like death. When death and destruction ride on the storm cloud, or tramp with the earthquake, prince and peasant stand together on the same level. And the engineer and fireman, plunging on in the dark, through cut and tunnel and gorge, around the curve, over the bridge spanning river and chasm, fate by inexorable decree grasps and holds them in their places, to live or die together. If fate wills their death, then by all the delities of mythology, no more beautiful picture was ever presented for the gaze of men or angels than to see the Brotherhoods gather up their mortal remains and lay them away to await the sound of the resurrection trumpet.

We paint no fancy sketch. Almost any day of the rolling years, we are required to chronicle such incidents, and thus, when in the city of New York, engineers and firemen had grievances, it was natural, it was right, it was in consonance with every manly instinct for the two great Brotherhoods to work together and to stand by each other. There

was no sentiment of unkind rivalry. Only noble emulation to do that which was for the best for engineers and firemen whose interests were in jeopardy, and to demand only that which, while it would improve the condition of employes would work no disadvantage to employer. Compromise first, and the resort to other methods only to secure the right.

The incident, the history of which we have recited, is destined to have a marked and lasting effect upon the two great Brotherhoods—Engineers and Firemen. We should do violence to our convictions were we to intimate a different conclusion.

Firemen are embryo engineers—serving an apprenticeship that they may be "worthy and well qualified"—a noble ambition worthy of high commendation. Logically, what is good for the engineer, must, in the very nature of the service, prove beneficial to the fireman, and firemen, as in New York City, by demonstrating their "fidelity" to the Engineers, rather than to the corporation, exhibit themselves before the country as eminently capable of comprehending the right and as possessing the courage to stand by their interests.

The following editorial, captioned "Unity of Action Among Locomotive Enginemen," is copied from the same issue:

The record of the Brotherhood of Locomotive Engineers is notable for its uniformly successful adjustment of labor disagreements. In almost every instance they have gained their point, and so quietly have they proceeded that before the public was aware of any difficulty the announcement came that an amicable adjustment had been effected. The reasons for their success may be easily assigned and are self-evident. In the first place they are quite sure they have a grievance before presenting one. They satisfy themselves that their demand is based upon equity and justice, and then they invite the co-operation of their Firemen, who are not slow to realize that protection for the throttle means to them protection for the future, and when thus equipped they quietly proceed to present their grievance, and how well this method has succeeded, it is only necessary to read the past twelve months' history of their Order. The engineers have always presented a solid, irresistible front, backed by firemen who have never been known to desert their posts in times of trouble, and hence the fact stands out too prominent to be ignored that success is certain when the engineer and fireman stand together side by side and shoulder to shoulder in every conflict involving their respective or their mutual rights. Without the support of their engineers, firemen can accomplish nothing, and the same can be said and with equal truth respecting the dependency of engineers upon their firemen. *They have got to be united and act together, and hence it follows that the two Brotherhoods should cultivate friendship, harmony and a unity of purpose and action. Taking this view of the situation, all measures calculated to arouse prejudice and ill-feeling are vulgarly out of place.*

We appreciate the work that is being done by the Brotherhood of Locomotive Engineers. Its mission is attuned to high and holy purposes and its prosperity and success afford us cause for hearty congratulations. And we especially urge upon our members the absolute necessity of supporting their engineers on every occasion that demands a unity of action for the common good. In December last an officer of one of our Lodges addressed our Grand Master as follows:

"There is a rumor of a strike of the engineers on the E. T. V. & G. R. R., and the Firemen belonging to this Lodge want to know what to do in case it takes place; whether to hold the places they have, or take the engines if offered to them."

The Grand Master's reply was brief and to the point, as follows:

"Stand by the engineers in all things that are honorable and just and I am certain the engineers will make no demands that are not to the best interests of all concerned. Should the engineers leave their engines, under no circumstances will the mem-

bers of our Order step over to the right hand side. Show the engineers that you are men, and that you will manfully stand by them when battling for their rights."

It will be observed by the above that the Brotherhood of Locomotive Firemen is in full accord with the Brotherhood of Locomotive Engineers and that when the interests of the engineers are in jeopardy the firemen are admonished to stand by them faithfully and to the end. Let there be mutual forbearance, good fellowship and unity of action between the two great Brotherhoods of Locomotive Enginemen.

Also the following:

Grand Chief Arthur, of the Brotherhood of Locomotive Engineers, most cordially indorsed the action of the Brotherhood Firemen of New York City in the course they pursued in the late difficulty in that city; indeed, the position taken by the firemen was so highly appreciated by the engineers that the Lodge room of No. 149 is to be decorated with a picture of Mr. Arthur and of each of the committee to be presented to the Lodge by the Engineers of New York Division 105 B. of L. E. *We hail such courtesies as evidences of that friendship and fellowship which should always characterize the two great Brotherhoods.*

The following extracts are copied from an editorial which appeared in our April issue in regard to the "Relief Department" of the Pennsylvania Railroad Co., viz:

* * * * * The Brotherhoods of Locomotive Engineers and Firemen are deserving of special credit for the part they took in the matter. Their actions were cautious and prudent and exercised an influence that more or less directly determined the result. The local committees of the respective Brotherhoods co-operated with each other from the beginning, and the entire proceedings were characterized with a feeling of fraternal kinship born of a common interest in a common cause.

It is also a matter worthy of notice that the chief executives of the two organizations joined hands and pledged each other mutual support. Our report says that "Grand Chief Arthur not only expressed his willingness to recognize the Brotherhood of Locomotive Firemen, but also an earnest desire to co-operate with them as an organization. He declared himself the friend of the Brotherhood of Locomotive Firemen, he approved its mission and its purposes and was ready at all times to co-operate with their Grand Master when there were grievances to adjust which affected the mutual interests of engineers and firemen." Grand Master Sargent expressed himself in the same manner toward the Brotherhood of Locomotive Engineers, and thus from the beginning there was a unity of purpose and action which presaged certain victory.

It is a source of inexpressible satisfaction to us as we contemplate the two Brotherhoods acting together in harmony when the rights of either are in jeopardy and uniting their forces to repel a wrong that is sought to be perpetrated upon them. This is as it should be. It is in full accord with the unanimous desire of our Order as voiced in a series of resolutions passed at our last convention and presented for ratification at the late convention of the Brotherhood of Locomotive Engineers. United upon all vital issues, these two Brotherhoods stand as a perpetual guarantee of the protection of the interests of the Locomotive Engineers and Firemen of North America.

We hold up the actions of the engineers and firemen at Philadelphia as worthy of emulation. Grand Chief Arthur and Grand Master Sargent acted well their part, the committees did all that prudence and foresight could suggest and the men were as loyal to their convictions of right as the needle is to the pole. With such men in charge of a grievance the interests of all are sacredly considered and the right staunchly maintained.

When Grand Chief Arthur visited

Terre Haute and held a union meeting in the interest of the Brotherhood of Locomotive Engineers, we published a report of the meeting in which, among other complimentary comments, we spoke as follows in reference to Mr. Arthur, viz :

Grand Chief Arthur was introduced and delivered a most able and interesting address, reviewing in a masterly style the origin of the Order, its early trials and privations, its many adversities and its subsequent triumphs, which now command for the Brotherhood of Locomotive Engineers universal respect and admiration. Mr. Arthur spoke with great earnestness and commanded the closest attention of his audience throughout his masterly address.

He stated that the Brotherhood was in excellent condition, and that its prospects for the future were gratifying to contemplate. New Divisions were springing up, the membership is rapidly multiplying, and a spirit of harmony and good will pervades the entire fraternity.

Mr. Arthur is an able and earnest advocate of the principles of the Brotherhood of Locomotive Engineers. He dignifies the position of Grand Chief by an abundance of qualifications for the position and, as one of the members expressed it, "while Mr. Arthur stands at the head, the prosperity of the Brotherhood is secure."

The foregoing are only a few of the hundreds of articles in reference to the Brotherhood of Locomotive Engineers and its Grand Officers that have been published in our Magazine. Will Mr. Phelan kindly point out the particular sentiments expressed in our publications which have been calculated to "widen a breach" between engineers and firemen? Privately and publicly, in and out of our meetings, in our Magazine, on all possible occasions, we have sought to dignify and glorify the Brotherhood of Engineers, its aims and purposes, its Grand Officers and its members, and it now becomes the duty of Mr. Phelan or any other friend of the two Brotherhoods to show when the Engineers' Journal, ever, by word or sentence, has reciprocated the uniform friendship and good will which has distinguished this Magazine and the Brotherhood it represents in their treatment of the Brotherhood of Engineers.

We challenge Mr. Phelan or any other gentleman to point out one word or one line ever published in our Magazine in reference to the Brotherhood of Locomotive Engineers which has not been complimentary in the highest degree of that organization. We challenge Mr. Phelan or any other gentleman to point out one word, one

line, ever published in the Engineers' Journal in which even a reference is made to the Brotherhood of Locomotive Firemen—one word, one line in recognition of that organization; one word, one line in reference to its Grand Officers; one word, one line in favor of harmony; one word, just one, that would indicate, or even intimate, that such an institution as the Brotherhood of Locomotive Firemen ever existed.

During the entire period—thirteen years—of the existence of the Brotherhood of Locomotive Firemen, not one word has been uttered in its conventions, not one word has been printed in its Magazine, which could be construed as unfriendly or antagonistic to any interest of the Brotherhood of Locomotive Engineers. On the contrary, for five years, by telegrams and letters of congratulation, the Brotherhood of Locomotive Firemen has evidenced toward the Brotherhood of Engineers its friendship and good will. When, we ask, did the Brotherhood of Engineers ever reciprocate such expressions of fellowship? Never. The very existence of the Brotherhood of Locomotive Firemen has been studiously ignored by the Brotherhood of Engineers, in its conventions and in its Journal. Why? Can Mr. Phelan explain? Can he "evolve thoughts and conclusions from a secluded province of his brain," which will elucidate the mystery? If there is "a breach," as Mr. Phelan intimates, those who originated it and who perpetuate it and "widen" it, are not members of the Brotherhood of Locomotive Firemen.

Speaking for ourselves, and appealing to the columns of this Magazine, since it has been under our control, we state as an absolute verity that no opportunity has passed making it prudent to voice such sentiments as we believed would strengthen the bonds of fellowship between the two great Brotherhoods, and this we have done, because we believed there was a bond of union existing between engineers and firemen, such as distinguishes no other two brotherhoods in the world—

a union of vocation and of peril and of association; a union by which the fireman grows into the engineer; and we confess, as we have been forced to notice the persistent ostracism of the Brotherhood of Firemen by the Brotherhood of Engineers, we have been more and more astonished at the attitude taken and maintained towards our Brotherhood by the Engineers—an attitude embodying such hostility that it has culminated at last in an order that no member of the Brotherhood of Locomotive Firemen shall ever enter the Brotherhood of Locomotive Engineers. There is “a breach”—that constitutes *the* breach to which Phelan refers, a breach created by engineers, maintained by engineers, widened and deepened by engineers and declared *impassable* by the Brotherhood of Engineers.

In the recent controversy between the Engineers and the Pennsylvania Railroad Company, growing out of its Relief Fund scheme, the Brotherhood of Locomotive Engineers did not hesitate to recognize the valuable services of the Brotherhood of Locomotive Firemen, but the Engineers' Journal studiously avoids making any allusion to the services of the Firemen. On that occasion the Grand Chief Engineer co-operated with the Grand Master of the Brotherhood of Firemen, and said he was always prepared to act with them, although he had declared on previous occasions that the Brotherhood of Locomotive Engineers were capable of taking care of themselves, and that he was opposed to co-operating with any other organization for the adjustment of any grievance. As we have said, the Engineers' Journal makes no allusion to the services of Firemen, dismissing the subject with the remark, “Comment is unnecessary.” So say we.

In the communication from “Rory O'More,” from which we have already quoted, reference is made to labor troubles, with the declaration that “in every instance the engineers took care of the grievances of their firemen as sacredly as their own.” In this there

need be no controversy, but let it be remembered that the engineers have always found the Brotherhood of Firemen, in peace and in war, their friend and ally, and they have found this Magazine always ready to speak of the merits of engineers.

More than this, the Brotherhood of Engineers have always received full credit, all the praise, for the adjustment of these grievances, in which, on numerous occasions, the Firemen assumed equal responsibilities and took equal part. The papers sounded the praises of the Brotherhood of Engineers the length and breadth of the land, all of which was right and proper and met with our hearty approval, but were the Firemen entitled to no word of recognition for the service they had rendered? When and where was it ever written that the Firemen had “gained a glorious victory,” had “covered themselves with glory,” had “emancipated the brawny sons of toil from the grasp of grinding monopolies?” In a vast majority of cases was their loyalty to the engineers not essential to success? Did they not always support their engineers? In the event of defeat would they not have suffered equally with the engineers? When and where did the Engineers' Journal ever bear testimony of recognition or appreciation, to the amount of one word, of the service rendered engineers by their firemen? We will leave these questions for those to answer who are prepared to show that locomotive firemen have ever proven false to their engineers.

Again, according to Mr. Arthur's ideas, firemen have no right to be the recipients of favors at the hands of the Brotherhood of Engineers. Why? Because they receive what he says they have no right to give, and thus they practically become the wards of their engineers. To be more lucid: Suppose a grievance committee of the Brotherhood of Firemen were to assume to “take care of the grievances of their engineers as sacredly as their own,” what would Mr. Arthur's opinion be of their solicitude? Would he not say

that "the Brotherhood of Locomotive Engineers are capable of taking care of their own grievances, and the firemen had better attend to their own affairs?"

Referring again to the communication of Mr. Phelan, we remark that we have a letter from his town of Brainerd, from which we copy the following, viz.:

"Why is it that a member of the Brotherhood of Locomotive Firemen will not be received into the Brotherhood of Locomotive Engineers? Are men who belong to the Brotherhood of Firemen less fit to join the Brotherhood of Engineers than those who do not belong to it? Does the Brotherhood of Firemen corrupt self-respect and manhood to an extent that its members are unfit to associate with engineers? This matter is creating great dissatisfaction between engineers and firemen in these parts, and unless a remedy is applied, serious results will come from it.

The above is a sample of hundreds of similar letters that have been received at this office and to our mind they indicate something in the nature of a "breach," possibly "the breach" under discussion. Is the policy of our Magazine responsible for it? Mr. Phelan can wrestle with the proposition at his leisure and at his convenience. For ourselves, we confess inability to find a satisfactory reason for the action of the Engineers in their Convention.

In this connection we may be permitted to introduce the testimony of a locomotive engineer, a member of the Brotherhood of Engineers, who, in point of character and integrity stands second to no man in his profession. He was a member of the Firemen's Brotherhood for years and is familiar with its policy and its purposes. We refer to none other than James McDonough, of Galveston, Tex., a man whose broad views and liberal principles have enlisted for him the respect and confidence of all who know him. His testimony may be found in a communication written to the April number of our Magazine. Hear him:

I have sat with them (Brotherhood of Firemen) three times in Annual Convention, and I can say without fear of contradiction, if there is disruption between the two Orders in the time to come, the Firemen will not be to blame.

Our readers will pardon us for having taxed their patience to such limits of endurance, but in view of all the facts, we feel confident they will bear with us in relieving ourselves of so grave a charge as creating or widening

a breach between the Brotherhood of Engineers and the Brotherhood of Firemen.

We have always sought with all the ability we could command to maintain honorable and friendly relations with the Brotherhood of Engineers. In the presence of firemen and of engineers we have sought to demonstrate that friendship and fellowship should characterize their relations. We have sought, as best we could, to comprehend the mission of these organizations. We have watched their growth in power, intelligence and influence with honest pride, and have believed that working in harmony they could achieve many and valuable victories in the interest of labor and the welfare of society, and if these fond expectations are not realized the disappointment will not be associated with a single reflection that the Brotherhood of Locomotive Firemen is responsible, or that the Firemen's Magazine while in our hands has contributed in any regard to a state of things which we deplore and have studiously sought to avert.

THE ENGINE.

Into the gloom of the deep, dark night,
With panting breath and a startled scream,
Swift as a bird in sudden flight,
Darts this creature of steel and steam.

Awful dangers are lurking nigh,
Rocks and chasms are near the track,
But straight by the light of its great white eye,
It speeds thro' the shadows, dense and black.

Terrible thoughts and fierce desires,
Trouble its mad heart many an hour,
Where burn and smoulder the hidden fires,
Coupled ever with might and power.

It hates as a wild horse hates the rein
The narrow track by vale and hill,
And shrieks with a cry of startled pain,
And longs to follow its own wild will.
Oh, what am I but an engine, shod
With muscle and flesh by the hand of God,
Speeding on thro' the dense, dark night,
Guided alone by the soul's white light?

Often and often my mad heart tires,
And hates its way with a bitter hate,
And longs to follow its own desires,
And leave the end in the hands of fate.

O, ponderous engine of steel and steam;
O, human engine of flesh and bone,—
Follow the white light's certain beam,—
There lies safety, and there alone.

The narrow track of fearless truth,
Lit by the soul's great eye of light,
O, passionate heart of reckless youth,
Alone will carry you thro' the night.

—Ella Wheeler.

FRONTIER REMINISCENCES.

IV.

Fiery red, flashed up the revenge in their eyes,
 As the sun dyes the mountains and western skies,
 And Red Cloud leaps out at the head of his band,
 And tribe after tribe with their chiefs in command
 Rushed on to the slaughter,
 With the roar of their war whoops in the hills coming
 after.

In summing up, after our return, the result of the first Indian raid on Fort Casper, we found that we had lost twenty-one mules, had two men wounded at the river, where two of the Indians were killed, or rather one was killed and the other died next day from his wounds; some few ears had been broken off, and the amputation of a half dozen toes and one or two fingers was found necessary. This completed the list of the killed and wounded.

Our duties at Casper, outside of the ordinary garrison duties, consisted of scouting, escorting and protecting the emigrant trains, keeping the telegraph line in repair, running the mail to Fort Laramie and hunting—hunting was imperative to make up the deficiency of our commissariat, a deficiency that was inexcusable and always aggravating. I never could understand why Uncle Sam could not or would not give the few soldiers that he employed enough to eat. At the very most we could not eat more than enough. Our bill of fare is worthy of mention. In the morning we received a loaf of bread, a tin cup of black coffee and a small piece of bacon. This loaf of bread was the first and the last for the day, it was to do service for breakfast, dinner and supper; it seldom saw the dinner hour, it never saw an hour later; its proportions would not admit of such longevity—to compare it to the modern five cent loaf would be a vile slander on our choice; it would hide in its shadow. It was a puny, delicate thing, the sight of which would drive your hungry appetite to desperation. It was the day's rations—make the most of it. However, we were well mounted, had a good supply of fodder for the horses and plenty of ammunition. This accounted for the quarters of elk, deer, antelope and bear that hung from the projecting logs of the cabins all winter, and were frozen as hard as the logs that held them. Each person sawed off the

quantity he desired. A post baker was appointed, who was furnished with two ounces of flour from every man's daily allowance; this was done, I suppose, to give the troops an opportunity to buy *their own bread*. Imagine a man supplying the baker with flour and then paying for the bread. Like the public tables of Sparta, every man furnished his quota of bread and meat; the meat by hunting and the bread was bought from his scanty pay.

At the public meals of Sparta everybody present took particular notice of the person that had not eaten. It showed he despised the common table, as he evidently must have eaten elsewhere, and the entire company charged him with intemperance. In this respect we differed with the Spartans, as the manner in which we disposed of whatever was offered left no suspicion in the minds of any that we had "dined out." I would like to mention one other point where we had not agreed with the customs at the public tables of Lacedaemon, and one where we were the same exactly. Rollin tells us that as soon as a young man entered the dining room, the oldest person in the company said to him, pointing to the door, "Nothing spoken here, must ever go out there." The other was, that when Dionysius, the tyrant or king, was at one of these meals, he expressed himself to the effect that the "black broth," a favorite dish with the people, was to him insipid. "I do not wonder at it," said the cook, "for the seasoning is wanted." "What seasoning?" asked the tyrant. "Working, sweating, fatigue, hunger and thirst; these are the ingredients," said the cook, "with which we season all our food." I do not consider it necessary to state which of these customs was ours, nor the one that was not. On the end of our bunks we sat and shared our meals, and witnessed the evaporation of the traditional loaf, making merry over its mockery and joking at its deformity. Luxuries and plenty do not always bring happiness.

About 140 miles north of Fort Casper was Fort Phil Kearney, honoring the memory of that hero of the Mexican war, who afterwards fell at Ludley's, in 1862. In December, 1866, Red Cloud, a famous Sioux chief, had succeeded in gathering an army of about

3,000 warriors in the hills overlooking its stockade. They were of many different tribes and nations. The Sioux, Cheyennes and Arapahoes were there, the Comanches and Apaches had come and joined with the Blackfeet and Flatheads; even the Crows, who were heretofore for many years a friendly tribe to the whites, had been persuaded that an opportunity had arrived to rid their country from the cursed tyranny of the white man forever. They brought with them only their horses and arms. No teepees, no squaws or papooses. If they die in this struggle, their families will not suffer. The Great Spirit will provide for the little mouths, and the heart of the widow shall find comfort in the cause of the husband's death. The barbarities of a Sand Creek or Ash Hollow was not forgotten, and should not be repeated. The polished, licentious Persian would be accompanied on his campaigns by his concubines, the "savage" Indian places his family in safety, then hies to the war. One thirsted for conquest and glory, the other for liberty. Red Cloud's plan was a fierce and bold one. In exhorting his people to take the war path, the submitting of his plan proved a most formidable weapon in his hands. He colored it with the fiery eloquence of his nature, and sweetened it with the pictures of revenge that they hungered for. Red Cloud was a fine specimen of the Sioux nation, and when addressing his own or other tribes he generally wore, somewhat after the fashion of the Roman toga, a huge bear skin; his long black hair was plaited behind, and fastened in the top of the plait stood the proudest feather of an eagle's wing. The Indians sat around on the ground in semi-circles, and he paced within with the dignity of a king, shifting the bear robe with the most graceful movements, at the same time pouring out a perfect torrent of eloquence. Red Cloud was an orator of power and logic. That you may better understand and appreciate the difficulties that he encountered in securing the success of the very first article of his project, the gathering of the tribes, I will mention one fact; so bitter and deadly was their hatred to each other, that it was certain death for any one or portion of any tribe or nation to fall into the hands of

another. Yet he succeeded in massing, according to their own figures, nearly 3,000 warriors within bugle call of Fort Phil Kearney that winter.

Some months after the "massacre," I learned from a Sioux who shared the fight, and from whom I bought a buffalo robe on which the battle was painted, the plans that Red Cloud conceived, and which were accepted by his people. I consider the source authentic and reliable for the reasons that the Indian could have no object in deceiving me long after the failure of the undertaking had been demonstrated, and I knew he was in a position to know, and further, his story had been corroborated many times since from other sources.

After the many wars of a hundred years, the remnants of the five nations driven from the scenes of their boyhood, and their manhood's noble struggles to retain their independence, yet cherishing its memories, and holding intact their deep and profound belief in their religion and its strange teachings, and their undying love for country and liberty, scattered along the fertile valleys of the Missouri and Mississippi. For the white man they nourished and gave to their children a developed hatred, from him they received a poverty that like a scorpion's bite will sting and disfigure but not kill—an Indian poverty. This is their inheritance: the memories of a past greatness, their religion and love of country, their hatred and their poverty. Driven from the valleys of the Mississippi, they wandered over the limitless prairies of the wild wide west, soon this space was made brief and closely narrowed, and now they hunt along the base of the Rocky Mountains, and like the eagles find a home and shelter in the huge and barren cliffs. This is their "last ditch," here like the Modocs in the lava beds of Arizona, they shall end the history of a brave race whose subjugation commenced in 1492.

The best hunting country yet remained; from the Yellowstone river in the north to the South Platte, east to the Solomon river, with a zigzag line bearing west, the western boundary would begin with the Big Horn Mountains, running south by east to the South Platte river. To preserve this strip of territory from any further invasion of

the white man, and drive from it all who dwelt there, was the design and ambition of Red Cloud, and its possibilities were discussed by every tribe on the plains for many moons. In the southeastern portion roamed numberless herds of buffalo and antelope, in the northwestern were hundreds of thousands of elk and deer, in the mountains were fat bear and smaller game, and every stream was well stocked with fish and beaver.

The original intention was to attack and capture Fort Laramie, sack it and burn it. Laramie being a supply post, was known to contain large quantities of arms and ammunition, of which the Indians were sadly in need; then, again, the fall of Fort Laramie, the oldest and strongest garrison on the frontier, would inspire other tribes who had not yet consented to join them; amongst these were the Pawnees, then in the employ of the government as scouts, mounted and armed as we were, minus the sabre. The objections raised to this plan were that they would be exposed to the fire of the artillery of the garrison from every quarter to its widest range. This they argued would cost them very dearly; even in the event of taking Laramie, they could not continue their march south and leave the forts lying north unmolested; should they do so they may find on their return reinforcements entrenched on the ashes of Fort Laramie to fight it over again. Therefore, they concluded to commence operations on the northern limit, and like a prairie fire sweep to the southern. No prisoners should embarrass their movements—everything with a pale face should die. The place of rendezvous was in the neighborhood of Fort Phil Kearney, a country that was admirably adapted for that purpose in location and resources. It was mountainous and well timbered. Game was in abundance, and in the narrow valleys were clear streams of pure water, and many groves of cottonwood and mountain asp. The Indian pony grows fat, during the winter months, on the bark of the cottonwood and the tender shoots of the young trees. Here they intended to winter and pour out in early spring to a work that should be completed before the snow birds returned, who, like Mother Cary's chickens, always precede a storm. The object of mas-

sing their force in mid-winter was not only to be near the objective point when the time came—striking it like a whirlwind—when their animals were fresh, vigorous and strong, and the stories of their wrongs told by the glimmering camp fires were yet burning in their hearts, but the contingents coming from the distant tribes were not so liable to meet any troops who might possibly take the alarm and succeed by their scouts to discover their place of meeting. The one prevailing universal opinion among them was the success of their undertaking, the most despondent never for a moment entertained the idea of the possibility of defeat, so confident did they rest in the superiority of their numbers. An army they thought sufficient to crush anything that we could muster to oppose them. Our enemies' strong points should be of our acquaintance, and our own weak points should be better known. Hope, as a weapon, is a failure; as a friend, none stands closer to us, or leaves us quicker.

It was with difficulty that the young men of the different tribes could be restrained from an open and premature attack on the fort. They were anxious to display their bravery and prowess in battle; however, the opportunity came, perhaps sooner than they expected. Amongst the devices they had invented to induce small parties outside the stockade was the driving of a herd of buffalo close past the fort. At this time the Indians had shown themselves in such numbers at different times and places that the little garrison was forced to keep close to quarters. In riding with the herd, they dexterously threw themselves on the side of the horse, one hand holding the mane, the other on the withers, with their heel hugging close under the projecting bone of the hip. In this manner they mingled with the buffalo that came thundering by within rifle-shot. At one of these experiments a young lieutenant, with a handful of men, dashed into the herd to secure a few for the garrison. So completely hid were the Indians that some distance had been traveled before they were discovered; then, suddenly, they sat upright on their ponies and cut off all hope of retreat to the fort. It was an unequal fight. When one of the men had

fought his way through, leaving the battle behind him, a dozen Indians swept out from under an adjoining bluff and dispatched him with their lances; the lieutenant, with one arm lopped, had died with a bloody sabre in his hand. His young wife, who was as brave as she was handsome, saw the fight and heard the triumphant shouts of the Indians from her window. She begged to be permitted to go to his relief. Poor thing, how she wept upon his corpse and kissed every wound—there were many kisses. She kept his sabre, and so they parted. The Indians were anxious to weaken the garrison as much as possible, and if every man in the fort had that day gone to the relief of the lieutenant and his party, their scalps would have adorned the war dance that night. A few days after this occurrence, five or six wagons started for some wood; their route lay parallel to Red Cloud's headquarters. This was a most hazardous undertaking. Every available man that could be spared composed the escort; only the guards, the women, four in number, and the sick remained. There were in all ninety-seven men in the escort, seventy infantry and twenty-seven cavalry. They had traveled four miles without interruption; they were now on a spur that jutted out from the range of the Big Horn mountains and within half a mile of their destination. A sweet valley with the gentlest slope led quietly down to the left; on each side were snow drifts; further down was more snow, leaving the bare places to appear like the shadows of drifting clouds on a summer day. The valley in its walk had suddenly stopped before a round battery-shaped bluff, and gracefully curved to the right and left, meeting again at a pleasant distance beyond. If this valley were a stream, that bluff would be an island. Red Cloud's entire force, save a few marauding or reconnoitering parties that had not yet returned, silently hid in the left arm of the valley. The cavalry rode ahead of the wagons, the infantry marched behind. When the head of the escort had flushed with the valley, fifty or sixty Indians riding up its slope vigorously attacked them; the cavalry promptly wheeled into the valley and deployed, at the same time they opened a brisk fire on the Indians; the In-

dians paused, then commenced retreating, riding in circles, the cavalry advancing, the Indians gradually giving way. This continued till nearing the division of the valley; there the Indians seemed to make an effort to regain their ground; failing, they turned and fled with a wild sweep down the valley lane that led to the right, the cavalry close pursuing. The infantry from the onset had followed upon the double-quick. They had yet taken no part in the fray, but now their turn had come. While the last manoeuvre was in progress the pent up torrent on the opposite side burst like a tornado. God! how their war-whoops rang out against the hills, echoing through every canon, and clamoring through the mountains like a wild beast. The cliffs seemed to quiver with the roar, and the huge pines swaying in the wind above shook as the reeds do in a hurricane. The entrapped command stood paralyzed for a moment, watching with eyes and mouth agape the oncoming horde with streaming furs, glittering spears and dancing quivers. A monstrous boa constrictor of a thousand colors changing with lightning rapidity, coiling about its victim. They came in a solid irregular column with the speed and force of the tides that meeting at Nova Scotia rush madly up the Bay of Fundy. Shaking off the paralyzing effects of their surprise, they sent a crushing volley into the head of the column; it simply had no effect in either changing their course or retarding it; it only maddened their infuriated charge, though many sank under the blow. Now the battle put on a hideous form; tomahawks, sabres, pistols and arrows were glutted in the horrid feast. In some places so thick did the Indians crowd upon them that one trooper, after striking down the uplifted arm of an Indian who was about to slash him with a heavy knife, seized him by the scalp lock, jammed his pistol between his eyes and fired. Midst this seething, rolling mass, above the din of clashing arms and the rifle's quick snapping of life, Red Cloud could be heard and seen, urging and commanding. From behind their dead horses, cavalry and infantry rained a most deadly fire. One cavalryman, whose horse had yet withstood all attacks, was bare-headed, a

shattered arm dangled at his side, and his face, from a ghastly wound on the cheek, was covered with blood. He was riding wildly about, cutting and slashing, continually calling his companion; he had twice cut his way through, and could have made his escape, but returned to share the struggle with his fellows. His carbine had long since been thrown aside, and the last use he made of his pistol, he sunk it in the head of the Sioux who had tomahawked his schoolmate; this seemed to have crazed him. His sabre yet remained, and with it he did some terrible work. His body was found wrapped in a buffalo robe, and was one of the few that was not mutilated. The Indians have the highest admiration for bravery, even in an enemy. When the ammunition was exhausted, the infantry slipped their bayonets, but they soon perished under a withering fire of bullets and arrows. The massacre was complete, not one escaped. The ground about was strewn with the corpses of the red man and his paler brother, the patches of snow took on a rosy hue and the little vale received its baptism of blood, the Valley of Death.

Tim Fagan.

[TO BE CONTINUED.]

THE POSITION OF LABOR.

There is a problem that is forcing itself nearer and nearer the public notice every day. It will be the giant that the coming legislator must grapple with, and that problem is the position of labor. This question has been forcing itself by degrees into notice and has been making easy marches to the legislative halls of the states and the nation.

They tell us that "knowledge is power," and the proverb is accepted by most persons as an axiom, but I take it with certain reservations—knowledge is power if properly applied, but knowledge is not power if the gift to apply it is wanting.

Labor is powerful and labor has the knowledge of that power, but it lacks the means of application, and therefore cannot be counted on as a distinct factor in any movement; but labor has realized its defenseless position, and has made great strides within the past few years to protect itself and establish a position of its own in politics and

commerce. How has this been done? By organization! Labor organizations have taken a permanent footing in this country and have done so entirely for the protection of labor. In many cases labor has been driven to this step by unjust demands of capital. As an example take the Pennsylvania Railroad Company. When the year 1886 opened not 5 per cent. of all their employes belonged to the Knights of Labor, now their name is legion. How was this change brought about? Prior to the first of January the men would have thought they were acting disloyally by joining the Knights; they would have considered that such action would have demonstrated a lack of confidence in the officers of the company. These same implicitly trusted officers sprung upon the men a scheme that for benefits for the company, and *vice versa* for the men, never had a parallel, and had it not been for the timely and determined opposition of the B. of L. F. and the B. of L. E. the plan would have doubtless succeeded. By the above action the company forced thousands of its men into the Knights of Labor, and it is so with capital everywhere, unjust demands are made upon the men and they very naturally band themselves together for mutual protection.

Labor is becoming so thoroughly organized that the time is not far distant when a recognized position will be demanded for the laboring interests of this country. I do not pretend to forecast the future, but everything points to the creation of a bureau of labor at the National Capitol and a Cabinet officer as the official head of the bureau, said official to be known as the Secretary of Labor. There is not an office in the United States from the President down to a township supervisor that labor cannot control. Labor, if so minded, has the power to lead in politics, in commerce and in religion; when I speak of labor my mind does not run only on the man who breaks stone or shovels coal into a locomotive; by the term labor I mean all wage-workers. Why can labor occupy the controlling positions above noted? Because labor is in the majority. Then why does labor not occupy the position of supremacy? It is because labor has not been educated up to that standard. Labor is becoming more

intelligent every day, and by very slow strides is traveling toward the position it should have occupied years ago.

Labor has so often been deceived that when a candidate comes out on the labor platform few, if any, believe in the sincerity of the principles he professes to advocate—of his motive there can be no doubt; he wants to be elected and he knows that if he can enlist the sympathy of labor no political combination can defeat him. But the labor vote is not easily caught—betrayal has followed betrayal, the men whom labor supported and elected have so often proved false that laboring men cling to party lines and allow the labor interest to go begging.

The men who sought the labor vote and received it in by-gone days may have been sincere while candidates, but when elected so many advantages were offered, so many solid benefits were to be derived by siding with capital and monopoly, that the interests of labor were forgotten. Labor had nothing but its vote to give for the benefits desired; it had given that, others could and would give money, and the promises of the stump and mass meeting were forgotten; the man fell, labor did not offer special trains, free passes, free lunches, etc., so labor could go. It is the old story, every man is a liberal until he gets a piece of ground and a cow, then he turns conservative.

By whom has the banner of labor been lowered from the high standard it should occupy? By whom has it been trampled in the mire? By capital? By monopoly? Surely not! By labor; the spirit of self is too strong, labor is too ready to sell out to the highest bidder; there have been too many men of the Dennis Kearney and Herr Most type. The labor vote has been bought, sold and delivered just as merchandise is sold every day. Laboring men cling too closely to party lines. I a man came out for office whom the laboring men knew would be true to them, would advance their cause, yet if that man did not belong to the party they had always voted with they would oppose him. This is wrong, it is suicidal to the interests of labor, and to such men I feel inclined to cry out: "Ye blocks! Ye stones! Ye worse than senseless things!" There are plenty of able men among the

laboring classes. Why are these men not put up and elected? I suppose it is because labor has not been educated beyond a caucus nominee or a convention candidate.

Why are laboring men as a rule the creatures of capital and political bosses? Most classes of labor make enough money to live, and have a little to spare. Instead of laying this surplus by, no matter how small it may be, it is very frequently squandered. Take railroad men; as a class they make very good wages, a very large proportion of these men live up to every dollar they make, some of them living in advance of their salaries; of course there are exceptions, but they are rare, and the exceptions are the men of independence. By this "spend-all" style of living, labor places a very powerful weapon in the hands of capital, for very often when an indignity is offered them, the reduction of wages, the increase of hours, or the like, these men I have reference to have nothing ahead. Their families very naturally are the first thought of, and sooner than permit them to want the men submit. With a little money ahead, no store bill and no rum bill, the case would have been different. They would not have been at the mercy of the employer, they would have quit work and in all probability have gained their point. The wages of labor must not find their way to the till of saloons or to the card table. To be victorious labor must be frugal and temperate, economic and self-sacrificing. Let labor try the above plan for a few years, and I venture to say that the future position of labor is assured.

The policy of labor organizations must be at once liberal and conservative, these terms being antagonistic seem strange in the same sentence. I will explain my meaning; when dealing with capital labor must be liberal, of course the advantage of labor must be guarded, but the principles upon which settlements are made must be broad and just. Labor must be conservative when dealing with its own members—no fire-brand business, no "rule or ruin" policy. Men who advocate such principles must be put back, they are behind the age. Of course sometimes it becomes necessary to go out on a strike, desperate diseases need desperate remedies. No one ever attempted to excuse

the French revolution, but the benefits derived and the abuses abolished by that terrible reign of the headsman go a long way toward softening down the sharp outlines that mark that period in history. There are some grievances that warrant a strike. I shall deal with only one of the many, and that is the importation of foreign labor. Freedom and equality sound very nice and patriotic in a Fourth of July oration, but when it comes to practice it don't go down very easy. Is there any one of my readers who would attempt to place the ignorant and treacherous Italian or Hungarian laborer beside the free born, intelligent American laboring man? I hardly think so. If labor ever expects to create a position that it can occupy with dignity this abuse must be abolished.

The only thing that can assure a position to labor is organization, and to be successful labor organizations must be well governed and must be responsible to their executive heads for their actions. They should also seek advice from that quarter.

Fearing I shall infringe on your space, I will prevail upon myself to stop writing and try to give you some further views on this subject next month. I do not want any of my readers to think I am a theorist, that I have read myself up on the labor issue and am trying to ventilate my views on a subject I do not understand. To any such I will just say that I lay down the shovel to-day to take up the pen, and that I expect to take up the shovel again to-morrow.

Merton.

KNOWLEDGE IS POWER.

The Knights of Labor, and the Knights of Science (which in other words means educated labor), have been exercising the right, inherent in all freemen, that "when capital combines, and deems it legal, so labor, having the same rights, may legally combine against capital."

In all movements, heretofore made, it has surprised me that labor has not seen its way clear to exercise a power, born of inherent right, which is so well stated by the poet Pierpont, in these lines—

A weapon that comes down as still
As snow flakes fall upon the sod;
But executes a freeman's will,
As lightening does the will of God;
And from its force nor doors, nor locks
Can shield you—'tis the ballot box.

Robinson Crusoe.

A HERO'S DEATH.

[Dedicated to the Memory of William Liddell, of Dominion Lodge No. 67 who was killed in a collision on the Northern and North Western Railway, January 25, 1886.]

In the grey of dawn with rumble and roar
Around the curve the light engine tore,
Through the gloom of the gale its headlight burned,
Till the seeming shade of the express turned
To a mass of iron and timber looming black
As it broke the line of the glistening track.
Only a moment of doubt and fear,
"Cling for your life!" cried the engineer
To the fireman true, as he sprang to take
The wheel which governed the safety brake.
One grasp for safety a grip for another,
One longing thought of his home and mother,
Then with a crash and stagger the engine sped
From the cumbered track to the bank ahead,
Furrowed its course through the frozen ground
And plunged from the brink with a fatal bound.

Under the wreck that the engine made,
The shattered form of a hero laid;
'Twas Fireman Liddell, a higher power
Saved the engineer in that fatal hour,
While the shadow of death above them thrown
Darkened and fell on his friend alone.
Only a word from his white lips fell
As they raised him up, 'twas not to tell
Of his own distress, no wish to state,
Only to know of his comrade's fate.
"Long is saved," and a faint again
Shielded the mind from the body's pain.
To rouse once more ere the death damp came
And call for the mother who bore his name.
Then the shadow passed with the dawning day—
The fireman's soul had the right of way.

The age of heroes is never past,
Who living do their duty until the last.
Their blackened hands hold the safety brake
While they give their lives for other's sake,
With no thought of self their last of life
Is an anxious care for friend and wife.
Oh, sister, who waitest above the dead,
Oh, weeping mother with bended head,
Oh, engineer, to that comrade true
Who took the plunge of death with you,
In the loved and dead before you laid
Was the stuff of which heroes' souls are made.
No leader leaving a titled name
On statued marble that tells his fame,
Met a nobler death with his victor host
Than Fireman Liddell who staid at his post.

THE "Southern Bivouac," published at Louisville, Ky., is one of the most attractive literary and historical Magazines that comes to our table. Its pages abound with choice contributions from our most eminent writers and subjects of historical interest are treated with superior ability. The "Bivouac" appears monthly, is finely illustrated and at the moderate rate of \$2.00 per annum is within the reach of all who desire a first-class literary Magazine.

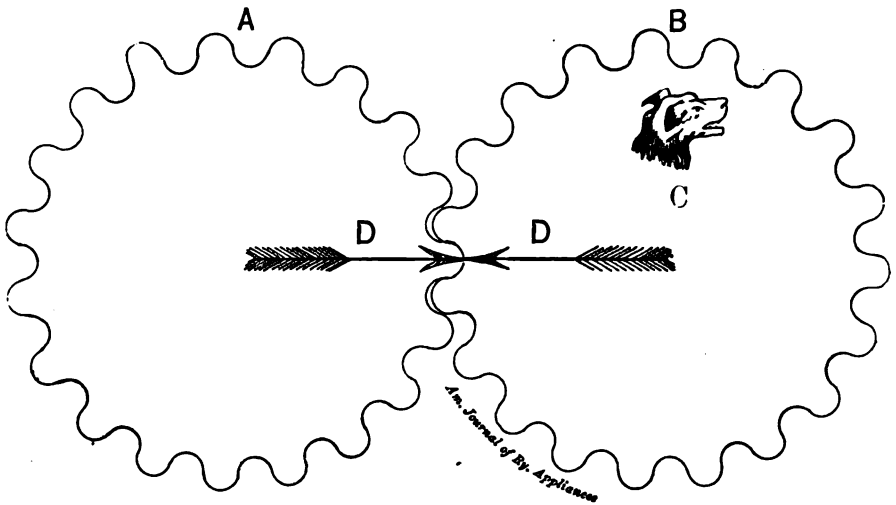


Reply to "A Few Problems."

MESSRS. EDITORS:—Three things I like about "Eccentric:" his statement of a proposition, his brevity, and his logic. Referring to his first inquiry, "A Few Problems," January Magazine, page 36; first, "The statement was made, and seemingly proven, that the best modern standard locomotive of the day, as demonstrating a mechanical principle, excepting the workmanship, was

I have demonstrated the correctness of the first problem stated above; and, further, his logic is strictly correct; but, while adhering to that, I assert that the "two things exactly alike," are not "producing the same result."

The illustrations by cuts below are the same as in the Magazine of March, page 146, except that in the wheel B, I have introduced a dog's head, C. If "Eccentric" will now revolve this wheel one quarter of a revolution upon A, as in the second question, he will find that the dog stands on his head; and as he cannot stand on his head without making one-half of one revolution, therefore B, making a half revolution by



the most defective of any mechanism on earth.' This defect, as a mechanical principle I would like explained so that I may fully understand it."

Referring to "Eccentric's" second communication, page 224, Magazine for April, we have his answer to my locomotive puzzle; that is, that in the first and second propositions the result is the same, and each wheel turns once. Now as to his logic, "The arrows meet at the same point in each proposition, therefore, two things exactly alike, producing the same result, must, in their action, be substantially the same."

Now, if I prove that the wheel B, in the second proposition, turns more than once,

moving one quarter on A, must of necessity move one quarter of a revolution itself. Thus B is making one-half revolution, in moving one-quarter on A and one-quarter on itself. This rule carried out, on another quarter section of A and B, makes one whole revolution of B, and therefore B has turned round *twice* in moving *around* A, A being *stationary*. It will be seen from this demonstration, that, in the first proposition stated in the March number, both wheels have the speed of rotation only, while in the second proposition, A has neither the speed of rotation or translation, while B has added to it, and differing from the first proposition, a combination of the speed of rotation and

translation. In the present case, A takes the relation of the rail in railway practice, while B takes the relation of the driver to the locomotive. As locomotives are built upon the principle of the illustration in the March number, with the speed of rotation only, and they are of no use until they are placed upon the rail, and the speed of rotation and translation combined, I feel that I have clearly established the proposition, that the best standard locomotive of the day is the "most defective of any mechanism on earth."

In my next article, I propose to straighten out the circle A, and make that the track in a plane, and show the movements of B upon it, in a line with that plane, and illustrate by that several other propositions.

For the information of "Vulcan," I will say that he will find, in the March number of the Magazine, page 149, under the head of "Revolving Weights of Locomotives," the authorities upon the "Hammer Blow."

Having established by my illustrations, so far, as I believe, a correct principle in mechanics, I shall undertake by further illustrations, to demonstrate clearly, how and where this blow is struck; and if the Brotherhood will follow my articles and illustrations closely, and then observe the same in absolute practice upon their engines, they will understand this question as well as I think I do; and if I am wrong, I shall feel greatly obliged to them, to point out wherein my errors consist.

William E. Lockwood.

MESSEURS. EDITORS: The following will be found a reliable rule for the safe working pressure of flues: Multiply the square of the thickness of the plate by the constant 806,300, then divide by the length of the flue in feet and the diameter in inches and the product will be the safe working pressure:

Example: What is the safe working pressure of a flue $\frac{1}{4}$ inch thick, 20 feet long and 16 inches in diameter?

Answer: $806,300 \times (.25 \times .25) = 50,393$ plus, divided by 20 = 2,519 plus, divided by 16 = 157 plus, the safe working pressure.

Gauge Cock.

A New and Great Profession.

MESSEURS. EDITORS: In a late issue of the New York Sun I observe the following report of an address delivered before the students of Harvard College by Mr. Charles Francis Adams, upon the subject that captions this article. The abstracts of the address which appear in the Sun report are deserving of the most thoughtful consideration. I therefore append the report in full which is as follows:

In an address delivered within a few days to the students of Harvard College, Mr. Charles Francis Adams called the attention of the young men to a new profession, in which they could find a field for the exercise of their abilities and for the practical use of the intellectual training they are receiving.

It is the profession of railroading, and its development, though very rapid during the last generation, is yet far from complete, and will afford an opportunity for a useful and successful, even for a brilliant career to hosts of young men of natural energy and capacity and thoroughly disciplined minds. The practical management of the railroad business is already in the hands of men, who as a body, are in the very front rank of the professional talent of the United States—the sort of men who in former times would have done the constructive work for States, led great armies, and won fame as the administrators of Governments. Independent lines have been consolidated into grand systems, covering thousands of miles and employing thousands of men, and demanding for their management the highest order of executive capacity, and the widest range of abilities, general and special. These leaders—and we mean, not the directors of the roads and the manipulators of their securities, but those who actually concern themselves with the running of the enterprise from day to day—are, as Mr. Adams says, chiefly self-made men, "who have worked up from the brake and from the footboard of the locomotive," and who have grown up with the railroad business almost from its infancy. But the time is at hand when these pioneers must be replaced by experts of equal ability, who will be all the more valuable and successful in the new era of railroading because of greater and broader and more thorough general training. The work of consolidation, begun of recent years only, promises to go on until the present corporations seem small in comparison with the vast corporations of the future, and the army of workers now employed is only a feeble force as compared with that which will be required by the extension and development of the railroad business during the next half century.

There is also no other profession which demands so wide a range of abilities as railroading calls for. The financial department, the construction department, the operating, the general traffic, the clerical, and the legal departments afford fields for a great variety of special aptitudes and acquirements, and the head of each must be of an executive and administrative genius akin to that which makes great captains and great governors.

Mr. Adams, therefore, could well inflame the ambitions of the Harvard students by a picture of the possibilities within the grasp of the young man who enters upon a railroad career. Railroading, too, is a profession so recent that it is not overcrowded with novices, like the law and medicine. There is also much perplexity at this time among young men who would choose a career, and those who would direct them in the choice, as to the fields in which they can most profitably expend their energies. The old professions are full to overflowing. Our merchant marine, it may almost be said, consists of nothing except coasters. The fight of the labor unions for better pay shows that the mechanical trades want few recruits, the organizations even going so far as to rigidly restrict the number of apprentices. Agri-

culture is more and more passing into the hands of industrious immigrants, the old farms of New England, for instance, coming into the possession of men of foreign extraction. The mercantile business is drawing to it too great a multitude for its needs, and the supply of clerks and bookkeepers is so much in excess of the demand that they cannot, on the average, obtain the wages of a mechanic—of a car driver.

Mr. Adams accordingly has done the young men of the country, and especially the educated young men, a real service in calling their attention to the opportunities offered them by the railroad profession. But it is a profession into which they must enter without foolish prejudices as to the character of their initial work. As he says, progress will not be slower than in the law or in medicine, for each of which a man must study at least five years; but the beginning must be made at the lowest round of the ladder.

The Pennsylvania Railroad Company has established a system of promotion for its employees which is bringing into its service an exceptionally fine quality of young men, who may start by handling the brakes, and the system is pretty sure to extend through the railroad business, and to be a common feature of the vast and consolidated corporations of the future. Even as a brakeman or an ordinary road worker a young man can earn more than he is likely to get at the outstart in one of the old professions, or as a clerk to a merchant.

The statements contained in the abstracts of the address above referred to, deserve the special consideration of every railroad man, not only because of their truth, but also on account of the man who made them and the audience to whom they were addressed. When a man of great learning and undoubted ability, like Mr. Adams, lectures before the students of Harvard college—one of the largest as well as the most aristocratic colleges of our country—and points out to them *a new and great profession*, namely railroading, it should surely arouse the attention of every railroad man in the country. It certainly lends a new dignity to our calling, to find that instead of its being “a fall from grace” to become a rail-roader, Mr. Adams points out to the young men before him the vast development of railroads during this generation, and its probable still greater expansion in the future, and tells them that in that field they can find full scope for the exercise of all their intelligence, natural or acquired. He even reminds them of the fact, that they ought to commence at the lowest round of the ladder, and adds that even if they do, they will be likely to earn more than they would at the outstart in a professional life. The question naturally arises, “if these students are to become railroaders, what is the use of their spending time and money in procuring a scientific education?” The answer is obvious, “Their mechanical and

scientific knowledge will enable them to comprehend more readily and understand more thoroughly any problem which may present itself, than they would be able to do without such preliminary training.” Now it is true that hundreds, yea thousands of railroad men, do good and efficient work in the varied departments of the service without ever having received such training, yet, notwithstanding this, their work would no doubt be better and more efficient if they had a more extended knowledge of the various principles of mechanics, and the nature and properties of the elements surrounding them. There are times when everything moves along smoothly, when the value of this kind of knowledge may not be apparent, but in times of trouble, when things are bound to go wrong, or in situations of peculiar difficulty not before encountered, a ready command of the rules governing the prime elements and mechanics, will be of the greatest utility, and may be the means of relief from embarrassing circumstances.

To show more plainly the value of this kind of knowledge, let me refer to a short article contained in the *Engineers' Journal* of January, 1880, and as it may not be accessible to our readers, we will reproduce it here. It is found on page 22 of that number and is as follows:

An amusing incident in the career of Mr. A. L. Holley, is related by a New York paper. While working as an engineer on one of the railways, he made a wager with one of his fellows that he could run a locomotive a mile without fire, water, or steam, the locomotive to be taken cold and empty from the shop, and towed by another engine to a point at some distance on the road, where a level stretch of track favored the experiment. Young Holley rode in solitary state on his cold locomotive to the scene of trial, and unsuspected by his escort, so arranged matters that during the trip the motion of the drivers and pistons stored the boiler with compressed air. This gave, by the time the destined point was reached, an accumulation of power by means of which he ran his mile and won his wager.

Without a knowledge of pneumatics, added to an intimacy with the intricacy of valve motion, Mr. Holley could not have accomplished this feat, and yet when properly understood the matter was very simple. The question is, how many out of the thousands who are daily handling locomotives could give a lucid explanation of the principles involved? Not very many; for soon after the publication of this article, in fact in the *March Journal*, 1880, a correspondent signing himself “Hamlet,” asked for an explanation of

the problem, but received no answer till late in the same year, when an answer was published by "Vulcan," which up to this time has remained the only one. While this feat of Mr. Holley's really did no practical good, it demonstrated what could be done, and has proven of benefit to me, and no doubt to others.

Not very long ago, I had occasion to "pump up" a locomotive left in my charge, and as the injector was not in good working order, we took the locomotive out of the round house on a side track, and ran her back and forth to fill her with the pump, by the time we had water enough our steam was nearly gone, in fact I found I could not run up grade to the turn-table, but had to try to make it from another side where the grade was lighter, but could not make it from that side either. We got another locomotive, and by arranging locomotive No. 1, and towing her only 100 feet with locomotive No. 2, we stored away power enough to place No. 1 on the table and into the house, relieving us from the expedient of "shoving down the fire" to get up steam, or pinching her into the house with a bar. It was worth a little thought to obtain this help, and it has proven a matter of satisfaction to know that even when "stuck dead" for want of steam you may still remain master of the situation.

In view of the fact then that Mr. Adams does not deem it beneath the dignity of college graduates, with all their scientific attainments, to become "railroaders;" in view of the fact that knowledge is power; in view of the fact that as we increase in knowledge we gain in power and influence, let us then as individual members composing a grand body be at work truly and earnestly for the elevation of character and knowledge among us, remembering that if we do not prove that the men of brawn and muscle may be men of brains also, the day will not be far away when we shall be distanced in the race for place by those better equipped. Let us not forget that possession is nine points in law, and give up without a struggle the rights which we have earned by an arduous service of a number of years, but let us use every means in our power by studying books treating on locomotives, engines, mechanics

and other analagous subjects with such periodicals as we can obtain, and even while at our work let us not be satisfied to know that if we do this the result will be so, but let us ever strive to find out and be able to give the reason why certain causes produce certain results.

Another point I wish to notice, and that is this, I have heard railroad men, who are parents, talk disparagingly of their occupation, and express a determination, that no son of theirs should ever become a railroader. I would point these men to the pertinent remarks of Mr. Adams, where he pictures the over-crowded condition of the learned professions and mercantile pursuits, and the mere pittance on which many of them subsist, and say, "By all means, let your boys be railroaders, but take care of their education and their morals, that they may be better railroaders than their fathers were." If there is any mechanical talent in your boys, foster and encourage it, help them to solve such problems as they may find, give them such mechanical toys and tools as your means may afford, and be sure to teach them their action and use, and perhaps while doing so you may also obtain information for yourself. Let them remember that labor does not degrade, but that intelligent labor ennobles, and that it dignifies, for it produces self-reliance and thus begets a feeling of true manhood, entirely unknown to the drawling habitue of the drawing-room, who spends his time in idleness and profligacy.

Let us, therefore, one and all, think as we work, train our hands so as to obediently and efficiently carry out the well defined orders of brain, and thus shall we continue to hold our own against all opposition.

Vulcan.

LEDBETTER, TEXAS, March 5, 1886.

MESSRS. EDITORS: On page 146, current number of your Magazine, I find the "revolving-wheel" problem, and venture to reply to question first, that each wheel revolves once around its own center and, second, the moving wheel turns twice, once around its own center or axis and once around that of the stationary wheel. Am I correct?

Very truly, etc.,

Lucius Turner,

A New Valve Motion.

MESSRS. EDITORS: For many years the "link motion" has practically been the only device used by locomotive builders. Heretofore no change was thought to be necessary, the belief being that nothing better than the present "link motion" would operate successfully. Frequent attempts have been made to produce a mechanical movement that would supply the place of the link. None, however, have borne fruit until the device designed and put in operation on the St. Louis, Arkansas & Texas Railway by W. J. Lewis, Superintendent of Motive Power.

Your correspondent was invited to take a ride on engine 7 by the inventor and designer to witness the workings of the new valve motion recently invented and patented by him. The trial trip proved a perfect success and all that was anticipated. During the day there were many who came to see this wonderful invention, and all pronounced it perfect. It is an assured success—so pronounced by all engineers and mechanics who have examined it. It is very simple and ingenious and has no eccentric. The valve motion consists of a reversible cut-off valve gear without links or eccentrics, deriving the motion from the cross-heads exclusively. The gear is operated by the cross-heads through the medium of two shafts extending across the frame and in front of the driving wheels. Each shaft is provided with one double-ended vibrating lever, having a long arm extending below and a short arm extending above, and is placed on the extreme end of shaft outside the frame. On the opposite end of the shaft and inside of the frame is placed a short vibrating lever. The long arms of the double-ended levers are attached to the cross-heads by connecting rods; the short levers on inside of frame connect to the rocker shafts through the medium of connecting rods, the rocker shafts having arms placed one on each end and at nearly right angles to one another. To the outside arms of the rocker shaft are attached short double connections connected to horizontal slides; to these slides are attached valve-levers, the upper ends being connected by means of connecting rods to the short or top arm of the double-ended lever—the

valve-stems are connected to the valve-levers between the slides and top connections. This gear is made reversible, and to cut off by means of slotted arms, arranged to be raised and lowered equally each way from the center of rocker shafts through the medium of a radius bar fulcrumed in the center, extending from one side of the engine to the other and operated by a bell-crank attached to the reach rod of reverse lever; the slots in the slotted arms receive the slide block attached to the pins formed on the back end of the double connections. The parts are all plain and simple in construction, and combined together form a duplex movement. Most of the pieces can be made of cast-steel. The estimated cost of construction of this gear is about one-half that of the link motion. Any desired lap and lead may be given, and it can be constructed to either increase the lead or maintain a constant lead. It is claimed for this gear a saving of at least 50 per cent. on first cost, 75 per cent. on repairs, 50 per cent. in oil and 25 per cent. in fuel. Mr. Lewis certainly is deserving of great credit for this very important invention. He has been working on this motion for a number of years, and it has been his constant study, and now he brings it to perfection and places it for the first time upon an engine where it does all he claims for it. The No. 7, with the new valve motion, took out the pay car and made a successful trip, and is making very satisfactory runs to all concerned. Jas. McGregor is at present running her, and thus far has given the best of satisfaction. The 7 has since made several very successful trips and meets with more success than was expected.

G. H. Whitney.

South American Railroads.

MOJAVE, CAL., March 16, 1886.

MESSRS EDITORS: Will you kindly answer the following questions in the next issue of your Magazine, viz:

First, How many railroads are there in the Argentine Republic, Brazil and Chili?

Second, Where do they run to and from?

Third, What is the length of each of them?

Conductor S. P. Ry.

[The Argentine Republic has ten railways as follows: The "Buenos Ayres Great Southern," extending from Buenos Ayres to Bahia Blanco and Tandí, a distance of

632 miles. The "Buenos Ayres and Ensenada Port" extends from Buenos Ayres to Ensenada Port, a distance of 35 miles. The "Buenos Ayres and Campana" extends from Buenos Ayres to Campana, a distance of 55 miles. The "Western of Buenos Ayres" runs West, North and South and is still in process of construction; its present mileage is 220 miles. The "Buenos Ayres and Pacific" extends from Mercedes to Villa Mercedes, a distance of 358 miles. The "Northern and Buenos Ayres" extends from Buenos Ayres to Tigre River, a distance of 19 miles. The "East Argentine" extends from Concordia to Monte Caseros, a distance of 96 miles. The "Central Argentine" extends from Rosario to Cordova, a distance of 247 miles. The "Andine" extends from Villa Maria to San Juan, a distance of 473 miles. The "Northern Central" extends from Cordova to Tucuman, a distance of 340 miles.

Brazil has thirteen railways, as follows: The "Dom Pedro II." from Rio Janeiro, westward and southward, a distance of 500 miles—this is a government railway, and there are other government railways from various parts into the interior and from points on other railways having a mileage of 450 miles, aggregating 950 miles, which the government owns and has in operation. The "San Paulo" from Santos to Jundiahy, a distance of 86½ miles. The "Western of San Paulo" from Jundiahy to Rio Claro and branches, 145 miles. The "Alagoas" from Maceio to Imperatriz, 55 miles. The "Bahia and San Francisco" from San Salvador to Alagoinhas, 77 miles. The "Brazil Great Southern" from Itaqui to the Quarahim River, 114 miles. The "Brazilian Imperial Central Bahia" from Cachoeira to Chapada Diamantina, 187 miles. The "Campos and Carangola" from Campos to Santo Antonio dos Tomboes and branches, 150 miles. The "Conde D'eu" from Parahyba to Independencia, 75 miles. The "Great Western of Brazil" from Pernambuco to Limoeiro and branch, 60 miles. The "Recife & San Francisco (Pernambuco)" from Pernambuco to the River Una, 77½ miles. The "Imperial Brazilian, Natal & Nova Cruz" from Port Natal westward, 75 miles.

Chili has eleven railways as follows: The

"Valparaiso and Santiago" from Santiago to Valparaiso, 144 miles. The "Santiago and Southern" from Santiago to Tulcahnano and Angol, 446 miles. The "Carrizal and Cerro Blanco" from Carrizal to Yerba Buena, 70 miles. The "Copiapo" from Caldera to Copiapo and branches, 152 miles. The "Coquimbo" from Coquimbo northward, 76½ miles. The "Tongoy" from Tongoy to Tamaya, 38½ miles. The "Laraquete & Quilauchanquin" from Laraquete to Quilauchanquin, 25 miles. The "Mejillones & Cerro Gordo" from Mejillones to Cerro Gordo, 16 miles. The "Antofogasta & Salinas De Dorado" from Antofogasta to Salinas De Dorado, 79 miles. The "Taltal" from Taltal to Saltpeter mines of Cachiuyual, 60 miles. The "Chanaral and Hundido" from Chanaral to Hundido, 55 miles.

The total mileage of the railways of the Argentine Republic is 2,475 miles.

The total mileage of the railways of Brazil is 2,052 miles.

The total mileage of the railways of Chili is 1,162 miles.

Chili has the honor of constructing the first railway in South America, that from Caldera to Copiapo, which was built in 1850.

—EDS. MAGAZINE]

GALVESTON, TEXAS, April 15, 1886.

MESSRS. EDITORS: Referring to Mr. Lockwood's locomotive puzzle in March Magazine, I believe these are the true answers:

Proposition 1. Each wheel revolves once, as is also stated by "Vulcan" and "Eccentric" in the April number.

Proposition 2. The moving wheel revolves twice to go once around a stationary wheel, same diameter and pitch, because the distance traveled by the centre around which the wheel revolves is just twice its own circumference, and can be explained as follows, this also answering "Vulcan's" query as to how far this is true: The distance traveled by a wheel is the distance traveled by its axis, or any one point in its periphery. Take two four-foot wheels, and revolving one around the other, as in proposition 2, the moving wheel will be found to have described a circle around the stationary wheel of about twenty-five feet in circumference, or just eight feet in diameter, and that each

point in its periphery has traveled a like distance; and, as stated by "Vulcan," a four-foot wheel must revolve twice to roll twenty-five feet. Divide the diameter or circumference of the circle described by the axis of the moving wheel in rolling once around a stationary wheel, and the result will be the number of revolutions made by the moving wheel. This is true, regardless of the relation borne by the wheels to each other in size.

Engro.

TRENTON, MO., March 16, 1886.

MESSRS. EDITORS: In the March number of our Magazine I notice a mechanical puzzle. In the first question the wheels both turn once around, because they follow their circumference which is a circle, and consequently once around. In the second case one wheel is held stationary; we will go one-fourth around, the movable wheel has turned one-fourth on account of the curvature of its own circumference and just the same to accommodate itself to the circumference of the stationary wheel, and at half way around it will have turned once around and at the place of beginning will have turned twice around, which is the two circumferences, one for each wheel. It is easily proven: Take your movable wheel and run it along a straight surface; when you have gone the length of the circumference your wheel will have gone once around; now hold one wheel stationary and make a flat spot in it so it will slide; go once around and you have one revolution, which is caused by the circumference of the fixed wheel, and if one wheel has to follow both circumferences it will have to make $1 + 1 = 2$, and I think Mr. Lockwood will find it quite a task to explain why it should not turn twice or why it should turn any more than twice. *Pilot.*

MESSRS. EDITORS:—Here is a question I would like to have answered: When a pair of wheels, that are tight on the axle, round a curve, one of them must travel farther than the other, as the outside rail is longer than the inside, and as one wheel cannot turn without the other, the outside wheel must slide forward, or the inside one must slide backward. Which is it? Hoping to hear from some of our mechanical contributors on this subject, I am, very respectfully yours,

Fire Box.

Engineering Inventions.

A railroad supply tank has been patented by Mr. John Stone, of Plattsburg, Mo. This invention covers improvements in a style of apparatus by which the train wheels act to elevate water into a tank from which the locomotives can take their supply, the work being done automatically.

A passenger car has been patented by Mr. Bruce Price, of New York city. This invention consists principally in forming bay windows at the sides of the car, and in forming recesses or coves above the windows, to which fenders or brackets are applied for receiving and holding parcels.

An electric motor has been patented by Mr. Joseph Weis, of Jersey City, N. J. Combined with the brush holders and their frames are springs, slides with inclined shoulders, and a slide operating lever, whereby the brushes can be readily adjusted to regulate the direction of the current, and any desired amount of resistance can be thrown into the current.

A steam actuated valve has been patented by Mr. John T. Tooley, of East Saginaw, Mich. Between the steam chest and the cylinder is an auxiliary steam chest with an auxiliary valve, with other novel features, whereby stumps will work with regularity, and will not be left on the dead center at starting or stopping.

A mining drill has been patented by Mr. William H. Jenkins, of Irwin, Col. The cam is made to operate singly instead of in pairs, thus dispensing with the need of a shaft running through its face, and the lifting pin is of semi-cylindrical shape, to utilize the entire face of the cam for compressing the spring, and enable its force to be fully realized, with over novel features.

A boiler furnace has been patented by Messrs. John, Joseph, and Francis Zerr, of Keokuk, Ia. It has two fireboxes, and a novel arrangement of parts, whereby, when in operation, the products of combustion of one firebox, after having given out their principal heat to one boiler, will be made to pass through the other firebox, whereby all the smoke, gases, and other consumed particles will be fully burned and thoroughly utilized.

A condenser has been patented by Mr. Augustus Fletcher, of Hazleton, Pa. It consists of a section of pipe formed with a globe-shaped enlargement or chamber into which the exhaust steam is led, through which is passed a central imperforate cylindrical tube, with induction and eduction ports, there being flowing cold water in the chamber to condense and carry off the steam, so that with this device there will be no jarring in the working of a pump.

Woman's Department.

EDITED BY IDA A. HARPER.

A CHAT ABOUT HOUSEKEEPING.

In selecting a husband a woman should, first of all, require an upright character and, next to this, should rank business capacity, the ability to properly support a family and lay up something for old age. A man, in choosing a wife, should desire the first qualification to be good principles and the second, the capability of managing a household. A man may be honorable and affectionate, a husband whom his family respect and love, but if he cannot make a living his wife will find life a very heavy burden. And so a wife may be faithful and loving but if she is an incapable housekeeper her family will suffer continual discomfort and the husband will find it almost impossible to lay by anything for the future. It would indeed be impossible to say which is the more important factor in the household economy, the husband who goes out in the world and earns the necessary means or the wife who must so regulate affairs that this income will meet all the necessary wants of the family. Here, more than anywhere else in the world, is co-operation essential. If domestic affairs are to be properly managed it is imperative that there should be a complete understanding and perfect confidence between the two business partners. If this is denied to the wife she must of course grope her way blindly and ignorantly and should not be held accountable for any blunders she may make.

We cannot, in this brief talk, consider incompetent husbands. There are many of them and the woman who has married one will have a hard time. There is less excuse for a woman who gets a husband of this kind than for the man who marries an incapable woman, for while it is almost impossible to tell what kind of a wife a girl will make, yet by the time a man is ready to marry it may be pretty safely prophesied whether he is going to "amount to anything." It cannot be denied that there is a vast number of poor housekeepers, a humiliating fact but none the less true. No matter what progress may be made by women or what rights may be granted, the great majority will ever be housekeepers. We will always have homes and these homes will always be presided over by women. No modern improvements, no army of servants will ever do away with the necessity for a practical knowledge of housekeeping on the part of the mistress of the house. And, also, the number of women who have a convenient house, full of ser-

vants, will always be exceedingly limited, although it is to be a feature of that good time coming that every overworked woman who needs an assistant shall have one. But let us get to our housekeeping.

The primary cause of so many poor housekeepers lies with the mothers. They make every sacrifice, practice every self-denial that their daughters may learn all the fine arts except that of housekeeping, yet this is the one they will need more than all others combined, and in teaching this the mother would lighten instead of increase her own burdens. But it frequently happens that the mother herself is an incompetent housekeeper. There is no talent that is more certainly transmitted than this. We all know families, grandmother, mother, daughter, granddaughter, all celebrated for being splendid housekeepers; and unhappily there are others who for generations are equally conspicuous for an utter lack of ability in this direction. Fortunate is she who comes of a long line of thrifty, capable housekeepers. She will understand her duties almost without learning them. And equally unfortunate is she who finds herself confronted with the responsibilities of a house and family and is wholly untrained, ignorant and cannot even look back and remember how her mother did these things. But even to such a woman, and to all women, is it possible to become proficient housekeepers. Much may be learned by observation, a great deal by experience and there is nothing other women like so well as to give advice upon this subject. Cook books have been brought to the highest state of perfection but although cooking is an important factor in the domestic system, it is only one of the many which go to make up the harmonious whole of good housekeeping. It is the most complicated business in the world, to see that everything is done when it should be and as it should be, the washing, ironing, cooking, cleaning, sewing, looking after the children, entertaining company,—the list can never be completed. One head, and alas! too often one pair of hands must carry all this burden. There is no other employment that requires such endless watchfulness, such careful judgment, such nice discrimination. All other business is a matter of dollars and cents; in this the comfort, health, happiness and indirectly the mental and moral welfare of the family is concerned.

The one quality which a housekeeper needs above all others, or perhaps it may be called the concentration of all qualities, is "management." A "good manager" is mistress of the situation, and one can almost believe that such are born, not made. The man whose wife is a "good manager" is to be congratulated. And yet even this gift may be acquired. The ambitious, energetic

woman who makes up her mind to do it, will be surprised to find how readily she learns to "manage." There is nothing like it. No talent, no education accomplishes so much as this indescribable gift. We are amazed at the amount of work accomplished by some women, at the ease with which they perform every task and yet always have some leisure, at the way they economize and still have plenty, and when we try to find out the secret, these wonderful housekeepers reply, "Oh, we manage." Happy women, to know how to do it!

Judging by the old-fashioned standard we have no "model" housekeepers nowadays. The ancient type of woman worked from "sun to sun" and, indeed, long after the sun went down. She washed, ironed, brewed, baked, spun, wove, sewed, knit, made butter, cheese, lard, soap, vinegar, candles, put up all sorts of jams, jellies and preserves, dried fruit and vegetables, milked, fed the poultry, pigs and cattle, made garden, and chopped wood for recreation. The modern housekeeper does not do all of these things and she never will. Women of the present live under a new dispensation. They are none the less occupied but their labors are not so much in the nature of drudgery. Many of the old time duties are delegated to other hands. The modern house is a vast improvement on the ancient barn-like structures, but it represents an endless amount of work and worry and painstaking. The rearing of children is infinitely more trouble than it used to be. Entertaining visitors is a much more elaborate affair than formerly. Every day the ladies make as neat and careful a toilet as our ancestors made for state occasions. Ignorant women used to be the rule, now they are the exception. Our grandmothers scarcely ever read a book or paper but with their descendants reading forms a part of every day's programme. The demands that are made upon the women of to-day are almost innumerable and are increasing daily. Church, school, society, business, all sorts of organizations call for woman's time, labor, energy and influence. Such complex and varied duties would have driven crazy the staid old ladies of the past, but those of the present are equal to every emergency.

But, according to the critics, we no longer have any "model" housekeepers. That depends on what you take for a model. If it is to be a woman who knows nothing but the daily round of housework, whose horizon is bounded by her dooryard and whose life wears itself out over the scrubbing brush and the cooking stove, then we will admit that the race of "model" housekeepers is passing away. But if you will take another type, the woman who regulates her household carefully, who sees that the meals are well-cooked, who looks to the education of

her children and the happiness of her family, who sustains her part in the social requirements of life, who performs well the various duties of womanhood, of which housekeeping is only one, then you will have to admit that the modern housewife has created a model of her own which is a decided improvement upon that of the past generations.

And yet, even the most ardent defender of the women of the present day will have to admit that entirely too many fall below the standard of good housekeeping. Pen cannot describe the discomfort and even wretchedness of a family where the wife and mother is inefficient. Much may be excused in a young housekeeper but to a woman of age and experience a badly managed house is a disgrace. In fact it is impossible to respect a shiftless, slovenly housekeeper. Sickness is the only excuse that can be offered. It is true that women have many discouragements and much to contend with, too many children, neglectful, improvident husbands, poverty, physical weakness, but a badly managed home only makes all these burdens heavier.

It would be impossible to emphasize this point too strongly or to attach too much importance to efficient housekeeping. Women can never afford to neglect this most ancient and honorable art. The highest praise that can be given a woman is to say she is a good mother, wife and housekeeper. Afterwards, if you please, a writer, a singer, a scholar, a philanthropist. Are all our readers and contributors successful housekeepers? May we not devote these pages, for one or two issues, to a discussion of this important subject? It would of course be impossible to give a set of arbitrary rules but every housekeeper of experience can make some suggestions which will be of benefit to others. For the next month or two we ask contributions on this topic and hope all our lady friends may have something to say.

I AM rejoiced at the many excellent articles that have been sent to the Magazine in favor of temperance. You may always trust the vast majority of women to be on the right side of every question, and on the subject of temperance there is scarcely a division. The woman who defends liquor drinking is an anomaly. She generally belongs to that very small class who have never suffered from the results of intemperance and who are not large-souled and kind-hearted enough to sympathize with those women who have been the victims. No man ever drank to excess without causing some innocent woman to suffer for it and womanhood with unanimous voice should protest against it. Here we all meet upon equal ground, high and low, rich and poor, black and white, all engaged in one common cause

against an enemy which slays and spares not. If women had the power of the ballot they could accomplish more in one year than has been done in a hundred years but, until men in their supreme wisdom see fit to grant this privilege, we must make use of the forces already at our command. We are many millions strong, our intelligence, our usefulness and our influence is constantly increasing. The temperance outlook is growing brighter. We may not be permitted to see the full and perfect success of our efforts but our beloved children will live to see the world redeemed.

INTEMPERANCE.

BOWLING GREEN, MO., Feb. 13, 1886.

To Woman's Department:

To say I was astonished, faintly expresses it when I read "Irene's" last letter to the Magazine. I had always looked upon her as one of our best correspondents. Surely she didn't intend for 15,000 Brotherhood men to read that article, and practice what she preaches. For the sake of suffering humanity, if you think it, never say it again. This is a division of Lodge 79 and 18 on the C. & A. R. R. No kinder or better men ever honored a Lodge, but they are all human, and it takes all their courage and strength to resist the temptation that is thrown around them, for the railroad man is known as whole-souled, the world over. They need all the encouragement that mothers, wives and sisters can give them. Is it a man's right to abuse the form and life that God has given him? Is it his right to bring his old mother to the grave through grief just to satisfy a brutish appetite? Is it his right to break his wife's heart and bring his children up in poverty and disgrace? What drunkard's family is respected? They may do the very best they can, but there is a cloud hanging over their lives that shuts out the sunshine forever. I knew a family that had a drunken father. There were three boys and two girls. The father would take those boys up to the bar and have them drink with him when they were children. What was the consequence? The boys were all raised drunkards. One especially, was as noble, kind-hearted a boy as ever lived, but the influence that he was raised under was his ruin, and he died an early death from the effects of that fell destroyer, alcohol. The girls were driven from home to battle with a cold and cruel world, to make their own living, for they had not even the necessities of life at home—it all went for drink. One of them is suffering from incurable heart disease, caused from overwork of mind and body. She had a sensitive nature that gave way under the disgrace she had to bear, another victim caused by a drunken father. But, thanks to an all-wise providence, one brother was saved by that kind sister's influence and is an honor to himself and family. Fortune has favored him and he is reaping the reward of a good harvest. That father died several years ago and stood before the Great Supreme Judge. What, oh, what was his sentence? I shudder when I think of it.

Noble brothers, let us turn from this sad scene and

say, with God's help, we never more will cause such suffering and pain, but will make the world brighter and more beautiful for our being here. My husband is a Brotherhood man, and a better one never lived, but rather than have him take "Irene's" advice, I could fold those dear hands over his still and pulseless heart and say, "God's will be done." But I have no such fear. How many wives can say that. Oh, Irene, if you had suffered what I have in my childhood days, you would be ready to say with me, "Give women the ballot and we will bury the demon, alcohol, so deep old Satan himself, can never resurrect him. Mrs. Harper's reply to "Irene's" letter was the sentiment of my heart.

Silvia.

PEOLI, OHIO, March 30, 1886.

To Woman's Department.

I've traveled! If an average Englishman can spend three weeks in America, then write a reliable book about us, surely an average woman can do a city in as many days. Cleveland is a beautiful place, it rains six and a half days of the week. The storm flag is always flying. There is a suspicion that 'tis rusted fast. The citizens spend their time driving about in closed coupes. The most flourishing stores are those devoted to rubber goods and silk umbrellas, with which they protect themselves while crossing to the Opera House to hear the "Boston Ideals." One of the great lions is Lake View Cemetery where, after looking at the faded Garfield catafalque, the sentinel pacing before the open, flower-hung vault, driving to the noted monuments, some of which like the bronze Scotchman look massive and firm as the industry he founded, others light and airy as posing for flight, happy emblems of those they commemorate. Then they point with pride to a high board fence and relate the legend there the monument is building. But with all these drawbacks, life in Cleveland might be endurable if one were born on the nabob or even "bob" side of Euclid avenue, with one's first years spent in its fine public schools, then a course at Adelbert College or a dip in the Case School of Applied Science, the wide stretch of Wade Park for a play ground in all its variety of scenery, tame deer, graceful water fowls, broad drives and shady walks. Instead of the "midnight oil" the glorious crown of electric light, hovering like guardian spirits over the sleeping city. For music, the beating of Erie in its rage or its peaceful surface dotted with life, the sinking sun broadening the golden pathway, one easily imagines leads to Bunyan's "Celestial City." But we must see a railway town, so we shake off the clinging drops and rush into the Union Depot. Trains just in, passengers crowd up the wide stairs or fill the waiting room. 'Tis early afternoon but so dark that the electric lights already pale and glow, like the pulsing of some mighty heart burdened with "life's endless toil and endeavor." But so much has been said about overworked and *under slept* employees that we must get a peep at our engineer to see if he is wide awake. Poor fellows! I fear 'tis often too true. The accommodation pulls slowly out and along the shore. The waves are rolling finely in, and away in the offing a friendly tug sends out a long black streamer, then wave and

spray completely hide it from view. The car is almost full of ladies evidently returning from a shopping expedition. What a lively time they are having. Everybody has a pass, and snip, snip, goes the conductor's punch. More than eight punches in a monthly pass calls for a frown at renewal. Why, I wonder? One car almost empties itself at six—and here is the "dinner pail brigade" coming and going. Everybody in the town is a railway man except of course the "butcher and baker and candlestick maker," not even a dry-goods store. All go to town (Cleveland) "to shop." 'Tis a roomy, clean looking place, good walks of stone, plank or cinder, but their talk is of the rail, *raily*. I find my friend at home, not at the other end of the route as I feared and the first few commonplace remarks that strangely enough always come first when dear ones long parted meet, are, being succeeded by the hubbub of opening trunks and budgets of home news, when a sharp r-r-r rap-rap-rap suggesting to countrified ears a large but rather languid wood-pecker. "Oh," sighed L., and on opening the door, I heard for the first time the cabalistic word, "55 on time." Actions speak louder than words. A hastily filled lunch-pail, a tender good-bye—I guess railroad men never forget that or the silent prayer, "God grant we meet again in peace." "I'll probably get in soon"—gone! What a life for any one to choose, but how could the world move if they did not. Like the traveler who wrote from France in astonishment that "the very children talked French," I found the veriest toddling playing cars. If a boy is going of an errand he stiffens his arms akimbo, moving them in imitation of the drive wheel, half scrapes his steps and chi-chi-chi-th-th-th he goes. Playthings of all kinds are ranged like trains and the real whistle r its clever imitation is always sounding in the air, but everybody is as happy as if they did not live over a volcano. The B. L. F. have a lodge, for I saw the key. One man in that town is sure of an office if it depends on the votes of the employees—that is the M. M. Every wrong is referred to him with the sure confidence all will be well. How pleasant it must be to have it in one's power to make others happy by simply doing right.

Sue M. Miller.

[Thanks for this chatty letter. Will the writer please come again.]

ABOARD THE PIEDMONT.)
OAKLAND, CAL., March 5, 1886.)

To Woman's Department:

During the entire month of February, California has enjoyed the proverbial June weather of the novelist. Especially is this true of San Francisco and vicinity, where the strong winds have not yet arrived, and all the flowers seem to be in competition as to the number of buds and blossoms they can put forth to welcome the advance of spring. This month is dear to the heart of every American man or woman, boy or girl; for it is the month when George Washington, the venerated Father of our Country, was born. I wish he could have taken a trip to San Francisco, on the Piedmont, and witnessed the celebration of his birthday by thousands of his patriotic children. But being a lover of nature in all its forms, I doubt if he would have en-

joyed the "celebration" at San Francisco more than the trip across San Francisco Bay, the pride of every California heart, rivaling in beauty and harmony the bay of Naples.

If he could have taken the 7 A. M. train from Oakland, which connects with the Piedmont at the end of a long wharf, he would have reached San Francisco, about six miles from Oakland by water, at a quarter to eight. Upon reaching the upper deck of the steamboat, Washington would certainly have turned to the right hand, for that was the lee side on the 22d; but if he had turned to the left for a good bye glance at Oakland, he would have seen, in a blaze of early morning sunshine, the top of Mt. Diablo rising above its more unassuming neighbors, the foot hills.

Upon taking his seat outside on the deck (it was too warm to sit in the cabin), he might have looked at another longer wharf than the one the Piedmont was leaving; a former landing for steamers plying between Oakland and San Francisco, where coal steamers are now unloading. But I think he would have looked beyond to the woody glades and classic shades of Berkeley, about four miles north of Oakland, to catch a glimpse, if possible, of our State University buildings, located on a tract of 160 acres. Already the Piedmont is nearing Goat Island, and if Washington is not too much interested in the government buildings, work shop where buoys are made, light house, and the little house where dwells a sonorous fog horn, he will perhaps ask why it was called Goat Island, when it so much resembles a camel. Upon reflection, I think he would conclude that it was because nothing but a goat ever could or would try to climb those steep, precipitous banks. His courteous nature would, nevertheless, prevent him from calling anyone a goat who had ever done so. The sun is throwing a roseate glow over the receding shore as far as San Pablo, and along in the direction towards that now almost invisible island. Red Rock, which makes a lonely picture with the smooth, gray water of the bay all around, but that is far behind, and the Piedmont is making such good time that Angel and Alcatraz Islands are almost opposite. The upper portion of Angel Island is not visible, being lost in—I would like to say a cloud, but all Californians know it was—fog. The sun is steadily advancing, however, and a grand transformation scene has already commenced. An hour later and the whole of Angel Island will be visible to passengers on the Piedmont. All the islands in San Francisco Bay belong to the government. Alcatraz, guarding the Golden Gate, is the most strongly fortified. Its powder magazines, under-ground tunnels, and the number and kinds of death-dealing instruments to be found within its comparatively small circumference would astonish even Washington, our most famous general of the Revolution.

At this distance, it can be plainly seen that the most densely settled part of the city occupies a natural amphitheatre formed by three large hills which rise in the outskirts.

If disappointed in an endeavor to catch a glimpse of the Golden Gate, I am sure Washington would have been attracted to Telegraph Hill overlooking it, and so conspicuous this clear morning, seeming

to emulate Mt. Parnassus (the other side of the Golden Gate) which, grim and austere as ever, looks right ahead, with the seam down its rugged front like the scarred countenance of some old grenadier.

The pier is almost reached, and so many things are left behind that would have been interesting to examine—and then Washington was all the time on one side of the boat.

With just time for a glance at the forest of masts on the other side, along the whole water front, and an unsuccessful attempt to see far enough into the city for a peep at the Palace Hotel, the largest building of the kind in the world, the Piedmont is made fast to the landing. So easily and noiselessly was this done that, if Washington had been meditating with closed eyes, he would not have known that he had reached San Francisco.

G. S. M.

[We hope our entertaining correspondent will continue her pictures of California scenes. They are very welcome.—ED.]

WASHINGTON, IND., Feb. 10, 1886.

To Woman's Department:

I again feel happy to take up my pen for your columns. Some of my readers will say I ought to be the last to condemn others for not writing. There is an old saying, "every one has his own troubles." Well, judging from appearances, I have had my own and a good part of somebody else's, too, whoever that lucky individual is. Any way, to recount my troubles would not be of much interest to our readers, so I'll drop them. Irene, I welcome you back very sincerely. God bless that baby! No doubt he is just now the only baby in the world. Oh, I know about it. I, too, some years ago, lay helplessly sick for over a year. I can imagine all you have gone through, and also appreciate a loving hubby's kindness. Yes, indeed, we can feel all you have felt over again, and we want you to cover that baby with kisses for us. We have also a little angel in heaven, who would have been just four years old, next month, but she is happier than she could have been on earth, and we feel resigned to God's holy will.

But, Irene, what could have come over you in your last letter. I am sure Mrs. Harper meant no offense, neither can I see her article in that light, though I may be wrong. Mrs. Harper's writings seem to me, filled with love for all, but, as Paddy says, as I come neither from East, West, North or South, but from the "Old Country," perhaps I cannot understand correctly. On reading Irene's letter my first, last and only conclusion is that it was written for argument's sake alone. For my town part, I can only say this, if ever Mr. Jones' fate is to be a drunkard, I pray the good Lord not to let me live to see that day, as wherever I should go in the next world, it could not, in my estimation, be worse than live as a drunkard's wife in this. We may rest very sure of one fact, Irene's husband is no drunkard or she would not have written thus. However, to say that a man's getting drunk hurts no one but himself, is a great mistake. I will relate an incident as an illustration, that occurred during the recent intense cold weather. When it was nineteen degrees

below zero, one evening after supper, I had made a rousing fire in our sitting room and taken care that my chickens, dogs, etc., were comfortable, not, of course, forgetting the family, and we were all seated around the fire seemingly settled for the night. I had just taken a book in my hand when there came a loud knocking at the door. Wondering who on earth could come to see us on such a terribly bitter night, I opened the door, when in rushed two young girls, aged about sixteen and ten. The youngest had no wrap of any kind, the other had hastily snatched up a shawl, both purple with cold, both crying bitterly. Having guessed the cause I made them warm themselves before asking any question. Finally, with many sobs they told me that their father had come home on one of his frequent sprees and driven them out of the house, just as they were sitting down to supper, and they had run three squares through weather that I would not have sent out my dog in, yet here they were, half naked and supperless. Well, here was my home with no drunkenness to grieve me, and my evening's pleasure spoiled by another man's drunkenness. About 9 o'clock the mother came up, breathless, and scared half to death, saying he wanted the youngest girl, and she feared to go home without her. The other I kept, as I have done on many occasions, 'till the next evening to give him time to sober up, and yet this man, when sober, is an intelligent, sensible man. Supposing any one having no trouble with drunkenness should refuse this young girl shelter? God alone knows what her fate may be. Neither drunkenness nor sobriety can possibly exist without shedding influence, evil or good, on others, so do not let us encourage this fearful malady, not in the slightest manner. If we can ever be brought to endure this do not let us acknowledge the fact; especially us ladies.

Ida May, I am very glad to see you write from Vincennes. I am acquainted with nearly all the members of 17, but reside too far away to write for them. Ida, don't let Seymour girls monopolize By. Robinson or Hugh Hogan. They are two worthy young men in every respect, and we esteem them very much indeed. Now, don't let any of us take offense at what is written for the Magazine, as quarrels are to be avoided above all things, and we may all be a little too sensitive sometimes. At least we will not quarrel with our editress. We'd better hit each other and let her be our referee; Love for all, is my motto.

Mrs. Henry B. Jones.

LOVE'S GHOST.

It is the ghost of dead and ruined love which haunts the House of Life, and comes by night With weary sighs, and in its eyes the light of joys long set? I hear the foot-steps move Through darkened rooms where only ghosts now rove—

The rooms Love's shining eyes of old made bright. It whispers low; it trembles into sight; A bodiless presence hearts alone may prove.

I say, "sad visitant of this dark house, Why wanderest thou through these deserted rooms? A dreadful glimmering light about thy brows? Thy silent home should be among the tombs." And the ghost answers, while I thrill with fear, "In all the world I have no home but here."

—Philip Burke Marston in *Athenaeum*.

CHICAGO, ILL., February 28, 1886.

To Woman's Department:

MY DEAR FRIENDS: My grief is at hand. My thought has ever been that the Magazine was a guiding star from evil, to lead the blind to light, but if it publishes very many letters such as the one signed "Irene" I will think very different. In the first place, a man who is given to drink cares not for himself, much less for others. Look at the young man who says "I don't drink." His eyes are bright, his clothes are clean, his friends are without number, he is welcome wherever he goes, he can't come often enough, some of his very far and near friends will say. Look at his neighbor who is given to drink, a little at first but still a little more, yes, more and more. He loses his position, he cannot get work, no one will or can say he is a sober man, for if they say it once it will give them a lesson which many may not forget. He will soon have what clothes he has, worn out, with no chance of renewing them. The next you hear of him he is in jail for murder or stealing or some crime. Can his sister say, "I will not go such a place, it is not nice enough for me, that company is coarse?" No, she cannot, for if she should utter a word she may be told to look at home. Will not that hurt his family? Yes, my dear friends, it takes but very little to give the people of the world room to talk.

There is nothing worse than drink. Drink is the ruin of half the world. No matter how wealthy you are, how nice you try to keep yourself, if you drink there is a cloud over your life, no matter who you are or what may be your wealth. Give the young man credit who says, "I do not and will not drink." You can go anywhere with him without fear. But on the other hand you will say, "If he could keep sober I would go to the ball or party." Still fear will come over you if you go with a boy who is in the habit of drinking, that you will have to see him home instead of him looking to your wants. Beware of the man who is not inclined to be sober and industrious, as he will make poor company as well as a poor partner through life. Always try to persuade your friends not to drink. They can, just as well, if they wish; if they don't, why let them go, and at the end of a few years you will see what their luck will be. Look to the sober man for all your wants.

Hoping the boys will not be angry with me, as I speak the truth only, I remain a true friend to a sober man. I will do the best I can to reform a boy. If I can't I would sooner see any dear friend of mine laid dead before my eyes than hear of him being a drunkard. Hoping you will admit this in your Magazine I will sign my real name, Yours,
Bella C. Comstock.

PHILADELPHIA, PA., March 8, 1886.

To Woman's Department:

The March Magazine has been read with delight for there seems to be so much in it worth reading. Dear "Lynnwood," how I should like to shake hands with you for your letter this month, and how I wish all the wives, mothers and sisters would come out on the right side, that of temperance. Mrs. Harper's letter in last number was a great help to me as it must have been to every one; but one part of it

struck me as being applicable to all, it is this: "In whatever you are strongest, in speech, in prayer, in example, in labor, employ your forces." How much could be accomplished if we would all do this. Whether it appeared to every one as it did to me I cannot tell; but if every one would do this the temperance question would soon be decided. Oh, Sister "Irene," take back what you said in your letter in February's number, it does not sound like you; say you did not think of the depth of the meaning of those words. I am an earnest worker in this great struggle of rum and right. I would like to take you to a case that came to me last week, of a drunken man, who in his frenzy threw his wife down stairs, and from the injuries received she died and left five beautiful children, whom the society to protect children from cruelty have had to take in charge; for the brutal father took the clothes from them and sold them for rum. I could go on for a month, for more pitiful sights and tales come to me, than it seems could be imagined. But I hear some one say, "Oh, that is the lowest kind of a drunkard." Let me tell you, dear reader, ten years ago that man only took a social glass, but his appetite soon got the best of him as it generally does when man relies on his own strength. I heard a wealthy manufacturer say some time ago, "the majority of working-men will have their rum no matter at what cost." Oh, workingman, stand up and say that is not true. Just now there seems to be a great struggle between capital and labor, temperance and rum. what will be the issue of all this remains to be seen. But one thing is sure, when an organization like the Knights of Labor take the temperance stand, it must be an acknowledgement that it is the right side. Master Powderly will not allow rum in the ranks with him. The Magazine advocates temperance, and the most of its writers, and still the fact remains, the most of railroad men drink, and the brothers are notably silent on the subject. Perhaps they are too much engrossed with other affairs, but if they would only take some interest the prospect would look brighter. If you want to have the privilege of spending your money when you earn it, I beseech you to spend it in a way that will not drag your brother man, down, down, each time. Hoping this will do some one a little good, I am truly yours,
C. J. C.

ESTHERVILLE, IA., February 4, 1886.

To Woman's Department:

Another year has dawned upon us, and with it I wish the Brotherhood boys, their wives and families, also our lady editor and Magazine, a happy New Year. Bound together as we all are by the self-same sympathies of hopes and fears, let us all unite in lifting up our hearts to our Father in Heaven and cry, God bless our noble Brotherhood and preserve our dear ones to us through the coming year. I have been an interested reader of the Magazine for some time, and seeing nothing from the Lodge here thought it right to encourage the boys by sending a good report of the condition of their Lodge. Though organized only a few months, it is prosperous, and their efforts to keep it so justly merit notice. Their membership is increasing steadily. I must say that on the rolls of their infant Lodge they have the

names of men who are determined to make a good record for themselves, and when they have grown older you may look for good reports from Emmet Lodge No. 288.

As this is a division of the B., C. R. & N. R. R. there are also some members here belonging to Hawkeye Lodge No. 27, of which nothing can be said but the right thing.

Railroading in this country is very hard this time of year. Most of the engines have the pilots taken off and snow plows take their places. In some of the cuts the snow drifts to the height of twenty-seven feet.

The leader and Master of Emmet Lodge is W. S. Davis. He pulls the varnished cars from here north with engine No. 7. The Financier, Bro. Godden, handles the scoop for him. Bro. Riley (better known as Mine Baby, as he weighs only 238 pounds), runs the 48 south, and they say makes the Dutch clock keep time. Bro. Pat Sullivan, Secretary, and the champion ink slinger among the B. of L. F. on the Iowa route, shovels the black diamonds for him. Bro. H. Dunham runs the 57, he likes her better than the 15, and with Brother Kiley on the left does capital work with her. By the way, Roge would rather run into Iowa Falls, but he is a little afraid of Miss — (What will I call her?) Oh, yes; Now, I have it, "Finetimes." Oh, pshaw, Roger, I didn't dream you were that cowardly. Brace up, my boy, Miss Finetimes isn't as ferocious as she appears. Bro. Post, (sweet Willie) runs the 24, and with Bro. Joe Carberry, (a candidate for the \$500.00 prize) as stoker, gets along finely. In conclusion, allow me again to wish you all a happy year throughout and may the light of prosperity and success ever shine on the Brotherhood men, is the prayer of

LAUREL VANE.

For Woman's Department:

LONG AGO.

I sit beside the sinking fire,
Watch the weird faces in its glow,
All through the night I should not tire,
But they have faded—long ago.

Ah, dust to dust, the last repose,
Ashes to ashes! Well I know
How surely this hath been with those,
Those whom I loved so—long ago.

How surely this with me will be,
From every petty joy and woe,
From fancied slight, from jealousy,
Made free and safe—ah, long ago.

And yet may some things with us stay.
As on the waters lilies blow,
In white and green, just as they lay
In white and green so long ago.

'Tis pleasant now to think, perhaps
In memory's light one's face may glow
Out upon time, for all things lapse
In that sad, dreary, long ago.

But when I'm dead don't thou forget,
Thou whom I used to treasure so;
Yet may one tear thine eyelid wet,
Because I loved thee long ago.

—Honoria Lacy.

AN IDEAL SHATTERED.

She sits beside me in the square old pew,
Two little gray-gloved hands, devoutly hold
Her dainty prayer book and her hymn book, too.
Warm sunbeams fall aslant her head's bright gold.

The preacher's words sound very far away;
The sweet-voiced singers chant unheard by me.
I watch my darling's upward look, and say within
myself: "O, I would I were like thee!
All else forgot. Thy thoughts have flown above—
Too pure, too high for earth and such as I."

Just then with troubled eyes, my little love
Leaned close, and whispered with a smothered
sigh,
"That girl in seal-skin, just across the aisle,
Thinks I don't know it's plush! Well, I should
smile."
—Omaha Herald.

SAVANNAH, GA., March 8, 1886.

To Woman's Department:

As our boys seem rather loth in commencing a correspondence with our worthy editors, I thought it quite time some one should. They, poor fellows, have not much time it is true, for no sooner is their destination reached than they have to turn back and go over the same route again. However, that does not prevent our boys' wives, mothers and sisters from penning a few lines occasionally. My opinion is that it would please, and moreover, encourage them. There are many things they could write about which we do not understand.

Since the Lodge has been established here, it has done a great deal of good. It was organized about a year ago, and although its membership is not very large, still it has since increased, slowly but surely. The young men employed on the railroads are waking to the realization of its good and beneficiary results, and we quite frequently hear them speak highly in its praise. Yes, we ought to thank the Almighty, for have we not had cause for thanksgiving during the past year. When we look back now and think of the great change that has occurred to one of our loved ones, who is a member of No. 245, we can easily account for it. When he looks into our face and says, "mother, or sister, or wife" whichever it might be, "I am going to the meeting to-night," have not our hearts bounded with ecstatic pleasure, and we felt that he could not go to a better place. How contented we are, for we know that there they are safe, no temptation before them, and they will enjoy the society of good men. They are a brave, noble and chivalrous class; a man cannot help but feel ennobled after attending one of their meetings. I am sorry to have to chronicle the death of an esteemed member, H. B. Cochrane. He was beloved and respected by all who knew him. He died in Atlanta, Ga., and several of the Brotherhood went up to attend his funeral. Many thanks are returned to Kenesaw Lodge No. 247, who were so kind to him during his illness. The most heartfelt sympathy is extended to his bereaved wife by the Lodge.

Eagerly we welcome our Magazine each month, and peruse it with great pleasure.

If my first attempt escapes the waste basket, I may take heart and write again. Hoping to hear from some of our members soon, I will close.

Forest City Girl.

FIREMEN'S DEPARTMENT.

Correspondents must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

**LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.**

MAY, 1886.

Reply to an Engineer.

Editors Locomotive Firemen's Magazine:

Perusing the correspondence in the Engineers' Journal for April, just to hand, I noticed some matters referring to the Brotherhood of Locomotive Firemen, and certain strictures on our worthy chief editor, that to my mind should not be allowed to pass unnoticed. While I consider Bro. Debs fully capable of sustaining the position he took in the February Magazine on the labor question as against Mr. P. M. Arthur, Mr. J. E. Phelan or any others the Engineers' Journal can bring forward, nevertheless, there are a few points brought out in the correspondence to which I would ask permission to reply. I believe I can bring a few facts to public notice that are too remote to be accessible to Bro. Debs.

Concluding his letter Mr. Phelan says: "Mr. Debs should not try to widen a breach. Molasses will go farther than vinegar, etc."

In connection with this I want to turn over a page and cull a sentence or two from another correspondent "Rory O'More," because in mentioning the facts I promised I can serve a double purpose, viz: illustrate the inconsistency of Mr. Phelan, and impart information to "Rory O'More."

"Rory O'More" says the engineers have always been the best friends of firemen; that the engineers never made an effort to better their own condition, right a wrong, or remedy a grievance, but what they also took the firemen under their protecting wing and looked after the firemen's interest as if it were their own. He says, further, if the engineers ever failed to do this, he is not aware of it and intimates that he desires to be so informed. If "Rory" will follow this letter to its conclusion I hope to be able to inform him of at least one instance of neglect that has come under my personal notice. From the tone of the correspondence mentioned, one is led to believe that these engineers are dreadfully afraid the dear public might lay the responsibility of the existing "breach" between the two Brotherhoods at their door, and are doing all in their power to

disabuse the public mind, and saddle the responsibility on Bro. Debs and the Order he, in part, represents.

Those correspondents know very well, if they know anything, that Bro. Debs, instead of trying to widen the "breach," has put forth every effort to effect a reconciliation: that instead of "vinegar" he has distributed "molasses" and "taffy" to such a degree that the majority of the members of the B. L. F. have felt inclined to cry "halt!"

Does Mr. Phelan forget that Bro. Debs appeared before their Grand Body at New Orleans? Does he forget the object of Bro. Debs' mission and the fruitlessness of the same? Bro. Debs did not criticise the expressions of Mr. P. M. Arthur, with the intention of "widening a breach," and his editorial on that subject has not been so received, but inasmuch as the address was delivered before a public lic assemblage, Bro. Debs considered it his duty, as a journalist, to correct, what he rightfully considered, the perversion of established truths contained in that address. I consider it just as well the public should be made aware of the true inwardness of the existing "breach." We can safely submit our case to that august tribunal for judgment, as I consider the B. L. F. has done all an honorable body could do to prevent an estrangement, and since the issue has been forced on us we have done more than we ought to bring about a reconciliation. There are times when patience ceases to be a virtue and resistance to oppression becomes, not only necessary, but a sacred and patriotic duty. In contradistinction to what Bro. Debs and our worthy Grand Master have done in this connection, I wish to state what I think should have been our policy, and I wish to state also, that it is not my opinion alone, but a majority of the members of the B. L. F. in this section are of the same mind; we, as an Order ought to have adopted the same tactics in dealing with the B. L. E. as Chas. Stewart Parnell has practiced towards the British government. That instead of the firemen on the N. Y. Elevated Railroads standing shoulder to shoulder with the engineers as they did, we would have them stand on their manhood and say: "Messrs. Engineers, when you cease your mean, underhanded system of persecution towards our Order and its members; when you give us a sufficient guarantee that you will have expunged from your Constitution, all that part of Sec. 3 of Art. I, of the Constitution of Sub-divisions relating to members of the B. L. F., and all parts of Sections 1 and 3 of Article III, relating to qualifications of membership and disqualifying members of other labor organizations, then and not till then will we co-operate with you." Mr. Phelan says "engineers are the firemen's best friends." It was so in the past, but at present it looks like the irony of fate to remind us of it. Now then for facts:

On returning from the New Orleans Convention, the B. L. E. delegates from Divisions located on the line of the N. P. R. R., met in St. Paul and organized themselves into a grievance committee to wait on the General Superintendent of Machinery of the N. P. R. R. for the purpose of regulating the standard of pay, hours, mileage, transportation, and the abolition of classifications among engineers. Of this

committee Mr. J. E. Phelan was chairman, and so far forgot his friendship for firemen and their interests as to entirely ignore them. They were not even apprised of the movement and given a chance to come forward in their own interest. The firemen were never mentioned or considered from the beginning to the end of the consultation. The engineers got almost, if not all, asked for, and the firemen have the supreme satisfaction of contemplating an arrangement that deprives them of every reasonable hope of promotion, without giving anything in the way of increased pay or privilege to counterbalance the loss. B. L. E. men can get passes from St. Paul to Tacoma or any intermediate point, while the luckless B. L. F. man coming this way must either pay his fare or steal over the road like a tramp. Evidently Mr. Phelan's ideas of friendship had not matured last November, as they have proved a "damned barren idealism" to firemen on the N. P. R. R. Let us not be misunderstood; we do not champion classification of enginemen, but believe in equal pay for equal work; neither do we complain because the engineers adopted this course to better their own condition, but we do consider it rank inconsistency for Mr. Phelan to come out and publicly declare that as an engineer he is the firemen's best friend, when his actions belie his professions. I know of a few engineers who consider it their sacred duty to do all in their power to injure B. L. F. men. They resort to the lowest and meanest subterfuges to ruin a fireman's prospects, and do not hesitate to try by every means debased manhood can suggest or devise to "down" a B. L. F. man who happens to be running an engine. This, too, on some of the Divisions of the same road Mr. Phelan is employed on. It has become so notorious around here that some of the U. P. engineers have felt it necessary to call their N. P. brethren to account for it. This, my dear, "Rory O'More," and you, at least, are a man I admire, is the way engineers are proving friendship to firemen in this section of the country.

Reforms in government, associations, etc., ought to always begin at home; a man who starts out to reform the world should first test his methods by endeavoring to reform himself; if he is successful in that, then let him apply reform to his neighbors and associates, and if again successful, he has the privilege of spreading himself. Mr. Phelan can find a fallow field to work on within his own Order, and I am convinced if he would tell the truth, and if he does not know the truth, honestly endeavor to discover it, we will find that instead of Bro. Debs trying to create or widen a breach, some of the shining lights of the B. L. E. are the parties most active in the dishonorable work.

Cosmopolitan.

THE Brotherhood of Locomotive Firemen numbers 15,000 members, yet so quiet is their work that but few outside railroad circles hear much about it. Its object is mainly the improvement of its members, in which direction it is doing excellent work. During the past twelve years nearly a half-million dollars have been paid its members as benefits.—*American Machinist.*

CHICAGO, ILL., April 7, 1886.

Editors Locomotive Firemen's Magazine:

This being my first attempt to contribute to your excellent Magazine, I naturally wonder whether it will safely pass the dreaded waste basket. Perhaps it would be as well if I made the suggestion that you kindly insert it—not so much as an encouragement to me as to others, for I believe there are many able writers in our Order who refrain from writing simply because they think they are not competent to write to such an instructive Magazine as this is, but when they peruse these unworthy lines they may feel a little more encouraged, and I fancy I can hear someone remark, "Why, I can do as well as that—yea, better," and it may be that some who have hitherto kept themselves in the rear may be constrained to favor us with the production of their pens, and the result will be that we shall all be greatly benefited thereby. The able articles that have been published from time to time in this Magazine in reference to the great and vital question of labor and capital, are excellent, and I know of no other journal in the country that so thoroughly expresses my sentiments, and when I say this, I believe I am but expressing the opinion of nearly every fireman in Chicago, at least, if not of this vast continent.

To my mind, at least, it seems that the days of mockery and delusion are fast dying out, superstition and ignorance are fast being superseded by intelligence and reason. Instead of the common people bowing down to age-honored practices and customs as in days of old, without reference to their being right or wrong, the spirit of inquiry and investigation has settled upon them and the result is that many things which at one time seemed beyond dispute are fast being exposed and broken up because of their antagonizing the sacred principles of right and justice. Education, like the rising sun at morning, is going to pierce through the deep gloom of error and superstition and dispel it from the face of the earth. As citizens of America we boast of our freedom, but are we free? I may answer that if all who are on the outside of our prisons are free, then we are free. If all enjoy perfect liberty except they are bound in literal chains, then we, in the truest sense of the word, enjoy liberty. I have heard a great deal lately about Bartholdi's statue of "Liberty Enlightening the World," and I fully believe that is a grand and true representation, and that in the sweet bye and bye the whole universe shall be full of light and liberty. But is it so now? If it is not then we have not altogether escaped from the thralldom of slavery, and we are yet to a certain extent deprived of that freedom of which we boast so much.

Now it seems to me, as I look at the two great classes of society (the wealthy and the poor) that liberty is not so much in the possession of the one class, as of the other. It seems to me (and I may be wrong) that according to your rank, so is your liberty—to be plain, it seems to me that liberty is like beef in a butcher's store—they that have the most money are in the coveted position to be able to get the largest allowance, and woe be to that unfortunate one who has no money or he must be thankful to be able to lick up the scraps that happen to fall from the rich

man's table, and if the poor wretch should complain that there are not crumbs enough to keep him alive and stay his hunger, he is stigmatized as an agitator, socialist, etc., etc., and he is driven from his humiliating position, to die at the gates of desolation and want. "Do unto others as ye would that others should do unto you." If this golden rule were observed in its entirety, what a blessed world this would be. It is the essence, nay, it is Christianity itself, and how sad it is to see that some of those who hold some of the highest offices in the Christian churches of to-day, and some of those who profess to be the most Christian and pray the loudest in their assemblies when they meet to worship the great Creator, are found amongst those who oppress the poor and reduce the wages of the honest, toiling masses to starvation's point, in order that their princely incomes may be increased. They forget that the God they so Pharisaically worship, demands justice to the poor and the oppressed and also promises that they who rob the poor shall not go unpunished. "Do unto others as ye would that others should do unto you." What a noble precept—what does it mean? It means that when we see a fellow-creature trying to rise up from the pits of degradation and despair, like true brothers we should assist him, and thus cultivate sympathy and fellow-feeling towards those who may be less favored than we are ourselves.

A little while ago Grand Chief Engineer Arthur, of the B. of L. E., was in Chicago adjusting some differences of the Order with the Burlington R. R. In the course of his remarks with a Tribune reporter, he is reported as saying things which have caused a great deal of dissatisfaction amongst the railroad men and the laboring classes generally. "The Brotherhood has no affiliation with any other labor organization" he said, "and will not have if I can prevent it. There is nothing reasonable in the idea that a man earning three dollars a day should fight the battles of one who earns one dollar, etc., etc." Does that mean that the firemen must not expect any support from the B. of L. E. in case of trouble? If not, what does it mean? I would like some one to give me some light on this matter. Further on in the course of his remarks, he is reported as saying, "Instead of the Southwestern strike causing the engineers to look favorably upon the Knights of Labor movement, I think the effect has been quite the opposite, and the engineers generally think less of that movement than they ever have done." Now, as a locomotive fireman, and one who has had a good chance to find out the feelings of the engineers on this subject, and one who has made good use of that chance, I may say that I have found without a single exception just the opposite to this, and considerable dissatisfaction has been manifested by not a few of the engineers of Chicago in regard to the position Mr. Arthur has taken.

I cannot enter into this subject as fully as I could wish, for want of time, and because of trespassing on your valuable space, but I would like to hear from some one who is better able to deal with this subject than I am; but I might say that after Mr. Arthur had blamed the men for their action in striking, he makes this very wise remark, and one that all true

lovers of justice will endorse: "I will give you the solution of all these labor troubles. It is this: Come, let us reason together. When this is done fairly and honestly on both sides, the chances are that strikes will become rare enough to be curiosities." To this I would say, Amen. But I would ask which side is it, that in this southwestern trouble is shirking the responsibility of fairly and honestly reasoning the question out, and is it right to condemn the strikers because they want to reason the question out and settle it in no other way? It appears to me that those who have wealth seem to think, or else, it is they would have others think that nobody has any rights to protect, no wrongs to redress but themselves, and to read their side of the question, one would suppose they were the greatest sufferers in existence, and so they play the ancient game of "might against right," and the weakest go to the wall. But verily, the world moves, and they that are strong to-day may be weak to-morrow, and the weak ones of to-day may be the mighty ones of to-morrow. Who knows? God help the right is my earnest prayer.

J. L. L.

SPRAGUE, WASH. TER., April 3, 1886.

Editors Locomotive Firemen's Magazine:

My monthly railroad literature is to hand, and among it I received the B. L. E. Journal, of which I am an attentive reader; and as usual, I first turned to the correspondence department to see what my friend J. E. Phelan, of Brainerd, had to say. I have for some time been a great admirer of his writings, as they seem to be the sentiments of an intelligent brain, and in a majority of cases he hits the nail squarely on the head.

It seems to me though, looking at it from an independent standpoint, that Mr. Phelan has got off the track of his usual good sense, and that he must have been lately perusing the first five books of Holy Writ, where we are instructed in the many and various forms of idol worship practiced centuries ago, sometimes it is an image, other times a man; and Mr. Phelan seems to have resolved that his idol or image shall be a man and that man Mr. P. M. Arthur. The April number to which I refer is almost full to overflowing of the praise and goodness of this man. I once had the good fortune to cast a long and curious look at Mr. Arthur when he was in this western country, and to my surprise he was made of the same material as the rest of us poor mortals, and after reading many of his public speeches, among them his address at New Orleans, I have come to the conclusion that he is a man of intelligence, with a mediocre quality of brains, and that it would be a good idea to wait until he "shuffles off this mortal coil," before setting him up as a demi-God, before whom we must all fall down and worship.

I would, however, Mr. Phelan, like to inform you that I also read the criticism in the February Magazine, and although I happen to be one of the initiated, I could not say that Mr. Debs wrote the article to which you are taking exception. You say that Mr. Debs affirms this or that, and that Mr. Debs offers a lengthy criticism on Mr. Arthur's ad-

dress. I think, Mr. Phelan, your knowledge as to who wrote that article is limited, and for your information I would say that there is more than one editor to the Firemen's Magazine, that there is also a Grand Master, and an Organizer and Instructor, all of whom are allowed the full scope of their abilities in the editorial department. I do not object to your criticising the article in question, and I sincerely hope you will come again; but next time please start in as a matter of common courtesy on the Magazine itself. The Magazine is not controlled by Mr. Debs alone, it is controlled by the Brotherhood at large, and is used chiefly for the purpose of voicing our sentiments. If the article criticised was written late at night after the writer had been reading Henry George's "Progress and Poverty," with his feet cold, and digestion impaired, I hope he will give us some more when his feet are warm and digestion good, as personally I am a great admirer of his works, and I sincerely believe that the prominent men who delivered the addresses in the New Orleans convention could profitably study them. I have been for a long time a great admirer of the B. of L. E. I believe, as an organization, it has accomplished much in years gone by. As Mr. Phelan has taken the opportunity of speaking of Mr. Debs, so that "he should see himself as others see him," he will probably have no objection to my making a few remarks in this letter on their greatly venerated Chief, so that he can also "see himself as others see him." I think we as locomotive firemen have no cause to have a great amount of love for him, as we have within the last two years had too many instances of his hostility to our Order. There are some among us yet who remember a visit that Mr. Arthur paid to this western country, and he had not yet returned when our Order began to be deserted by men who had received many favors from the Order, in a number of years, and in some instances had been brought to their present positions by it, traveling under its privileges, and that at a time when there was no compulsory withdrawal. There were men attended the union meeting at The Dalles, Oregon, who were members of both Orders and loved them both, and returned to their work with a spirit against the B. of L. F. which was a disgrace to their manhood. We knew instances afterwards of men who had been one of us for years who came to this country using its card, and getting work, who would not give even a civil answer to a member of the B. of L. F. asking assistance, and would not recognize him in any shape, all this apparently resulting from the severe lecture they must have received at the hands of their Grand Chief. It speaks very poorly of the independence of individual members, when they can be persuaded to a policy of this kind by the speaking of one man. Mr. Arthur was a man for whom I formerly had a very great respect, but increasing age is evidently not bringing increased wisdom, as a narrow-minded antagonistic policy is not the kind of spirit to suit the times in which we are living. I find in this same April Journal, in an editorial on the labor question that the tendency of the times is towards the federation of working men. It seems to come with a very poor grace from an Order whose head is doing his level best to antagonize all labor

organizations, and turning every man's hand against them. Mr. Arthur would do well to remember his own words at the Union meeting at Easton, Pa., where he says: "kind words will go further than anything else for you. Remember these men are like you; they have spirits of their own and minds of their own." Yours, fraternally, *Sprague.*

TYLER, TEXAS, February 15, 1886.

Editors Locomotive Firemen's Magazine:

He has been here; we have seen him. He has visited our Lodge and given us a grand talk. He has settled our troubles and given us a Union meeting. The firemen on this road are pleased with him and the engineers think he is a gentleman. I have reference to our new Grand Organizer and Instructor, Bro. J. J. Hannahan.

Bro. Hannahan visited us Thursday, February 11, and a special meeting was called in the morning, which was very largely attended. He talked to us regarding all matters concerning the Brotherhood and instructed us in the secret work, and all our members admit that it is the best meeting we have had since the organization of 148. After the special meeting was over we took him down to the round house and shops, where he became acquainted with the different Foremen and the General Master Mechanic, Mr. W. J. Lewis. He was also introduced to a great number of the engineers. The engineers expressed a desire to have a talk with him upon different questions. So we called a union meeting of engineers and firemen at 3 o'clock p. m. in our hall. There were about twenty-five engineers and sixteen firemen present. The meeting was called to order by our worthy Master, Bro. Jas. Taaff, and on motion of Bro. C. E. Smith, Mr. Joseph Rigeway was made chairman. Mr. Rigeway kindly introduced to the meeting our Grand Organizer and Instructor, Bro. J. J. Hannahan, who followed with a lengthy speech, in which he discussed the differences now existing between the B. of L. E. and the B. of L. F. Bro. H. told them how important it was for us to work in harmony together, and that they need not be afraid that we would work for less wages than the engineers were getting, and that in case of trouble the firemen would stand with the engineers. He cited as an example the strike on the Elevated Railway in New York. He showed them how they had worked together and had gained their point, and how they would lose if they did not work together. Bro. Hannahan's speech was received with applause from all present, and after that short speeches were made by Messrs. Halloway, Chriss, Pinkston, Carter, Ryan, Van Tyne, Price and Rigeway, all members of the B. of L. E., in which they all expressed almost the same opinion as did Bro. Hannahan.

Speeches were also made by Bro. Jas. Taaff, C. E. Smith, J. Harris, B. Cooney, M. L. Way and others for the firemen. A spirit of general good will seemed to prevail, and I think the meeting had the effect of producing a better understanding and feeling between the engineers and firemen on this road.

Bro. Hannahan left on the I. & G. N. R. R. for Longview at 9:30 p. m., and a number of engineers came to the train with the firemen to bid him good-bye.

C. E. Smith.

For the Magazine:

BILL RUFFIN.

Bill Ruffin to some, wouldn't "stack" very high, bein' only an engineer, But he opened the throttle with a steady grip and didn't know nothin' like fear. And fur doin' his duty, and doin' it right, he was known all along this line, And with him in the box on old 258, you might figger you'd be thar "on time."

Bill was comin' down the run one Monday night, a pullin' of No. 3, Just jogging along at a 30 gait, "and a darker night you never see." They had struck the trestle, twenty rod north of old Tallabatch bridge, Where the water backs up under the track, with here and there a ridge.

Bill had come down that run a hundred times, and supposed that all was right. But the Devil's own had been at work, and loosened a rail that night. When, Gods of mercy, what a shock, and a crash! "then all so quiet and still," And old 258 lay dead in the pond, and the train piled upon the hill."

The crew showed up one by one, looking all white and chill— Anxious to see if all were on deck, 'but whar on airth was Bill. And it warn't long before they knew, for there in the pond was the tank Stickin close to her engine pard, and holdin' Bill down by the shank.

When the boys saw what orter be done, they went to work with a vim, But willin' hands doin' all they would, couldn't rize tons offen him. Bill stood thar, brave lad that he was, as the hours went slowly by, Seemin' to feel, if the rest wur saved, he was perfectly willin' to die.

Just before daylight looked over the trees, they brought poor Bill to the fire, And done the best they could for him, in a place all mud and mire. But they done no good, twan't no use, he had seen his last of wrecks; And thar by the fire, that lit up his brave face, poor Bill passed in his checks.

There's a wife and two kids down the line, whose sole dependance was Bill, Who little thought when he came home, they'd bring him cold and still. But let them feel, tho' Bill was rough by nature as well as Ruffin by name, That thar's a better land for men like him, and he died clear grit just the same.

—F. S. B.

In the tabulated statement of Lodges which appears in the last annual report, Adopted Daughter Lodge No. 3 was misquoted through an error that inadvertently appeared in the report from said Lodge. Instead of having no cash in hand, as the report would indicate, the Lodge has \$1,921.46 to its credit, the bulk of which is on deposit in the banks of Jersey City. Adopted Daughter Lodge is in all respects one of our most thrivin and prosperous Lodges.

NORTH BAY, ONT., Feb. 1, 1886.

Editors Locomotive Firemen's Magazine:

Seeing some news from 234, in the January number of the Magazine, it stirred up my pen to give something about the boys here. Bro. Carmody "is getting there without Peggy," (our switch engine) in North Bay yard, and holding the right side down admirably. Bros. Fallon and McIlvenna have also received their well deserved promotion, and are doing good work on the right hand side. Bro. McIlvenna has been removed to Chapleau, but we see his smiling countenance occasionally, and I don't think the winds of the West have changed it any. Bro. Barnhart is now night hostler at Cartier, and the boys say they are running into a different station. We don't have to lay three or four hours on our engines, waiting to get in and out of the shops. The Locomotive Foreman also feels the change and says he has the right man in the right place. We believe Bro. Scott has the 277 down so fine she runs to the tune of "The Baby's got a Tooth." Bro. McLeod has also invested in some real estate. Some of the boys say Mack is going to utilize it as a "rabbit hunting ground." The "old man" admires Bro. McCluskey as a son-in-law, and we think he is not far astray. Jim is a "good one," but I hope when the next demonstration takes place he will be able to fill all engagements. Our worthy Master is just getting around after an illness of two weeks. Jack says he is not going to shave until the sun rises a little earlier. The Secretary has also been ill for some time, but has resumed work again. We are occasionally holding special meetings for the purpose of getting posted in work. Wishing unbounded prosperity to the Order, I remain

North Bay.

MACON, GA., March 17, 1886.

Editors Locomotive Firemen's Magazine:

In a recent number of our Magazine, I read an account of a trip East, by F. P. S., and as I have just made a trip through the South, will endeavor to say something for the southern boys: I landed one afternoon in Cairo, Ill., and the first man I met was Bro. Tierney, of 201, who took me in tow and showed me the sights of the city. Crossing the Ohio river, I was soon speeding along for Jackson, Tenn. On getting off the train, I met Bros. Bentz, Steelman and Shea, who extended me a "friendly hand." Leaving Jackson, I headed for Memphis, Tenn. On my arrival there, I sought out the L. & M. stables, where of course I found Bro. Fox, busily polishing a Baldwin; Bros. Dwyer and Cody were near by. I found the Memphis boys generous to a fault. Skirmishing around the city, we met that prince of good fellows, C. Bradford, of 278, who persuaded me to take a trip to Vicksburg. There I met Parks, Herring, Tucker, Murphy and Christman, of the same Lodge, and had the pleasure of attending two of their meetings. For a new Lodge, they are doing well. My next jump was to Meridian, Miss. There I met Fulcher, Munn, Lake and Stanton (surnamed the Black), of 200, who reported their Lodge as being in good condition. I also met C. Lee, of 288, and took a trip with him to Chattanooga, Tenn. This is an excellent point for a Lodge, five

roads centering here. I was in attendance at one of their meetings, and if the boys follow the advice of Financier O'Leary, they will not fall short of the standard. I must not forget to mention Ford, Moore, Crittenden and Manning, of 206, and if the rest of her members are like those I have named, some of our older Lodges will have to look to their laurels; they are well posted and strictly adhere to our constitution. I left Chattanooga on Saturday over the W. & A., and arrived in Atlanta, Ga., where I met Bro. V. Waters, who is breaking draw-heads in the E. T. V. & G. yards. He took me to his home to breakfast, where I met Bro. Colby, of 82. Next day being meeting day for 247, I attended and had the pleasure of listening to Bros. Barker and Waters, of 247, Tilford and Straining, of 236 and Colby, of 82, in debate. They are able speakers and handled their subject logically. Regretting to leave such good company, I took the night train for Macon, arriving here early next day. I have met with the boys of 246; every officer of this Lodge attends strictly to his duties. I hear it told among the boys that there is to be a Union meeting in Atlanta, sometime in March. I feel confident that every Lodge South of Mason and Dixon's line will be well represented. This meeting will doubtless result in much good to the Brotherhood and give us a stronger foothold in the South.

In concluding, I will say that if any of our boys chance to visit the Land of Flowers, they will be convinced that we have not only B. of L. F. boys in the South, but also royal entertainers. J. S. W.

BETHALTO, ILL., March 27, 1886.

Editors Locomotive Firemen's Magazine:

In February Magazine Mrs. Ida A. Harper has a very interesting letter on "Intemperance," for which much credit is due her. I am a member of No. 46 and fully appreciate such letters, and believe in her ideas in regard to the fruits of man's intemperance. What is more detestable than a drunken man?

I hope that all members and all readers will read and regard her letter on "Intemperance" with the same feeling of appreciation as I do. Like Mrs. Harper, I say it is no man's right to walk in the path of intemperance when there are so many useful demands for his money and his time. What mother, sister, wife or young lady enjoys entertaining a son, brother, husband or friend whose breath is perfumed with liquor? I wish that I were as able a writer as Mrs. Harper, so that I could write as I feel, but as my experience in literature is very limited, I can only do as best I can.

Of snuff I can say nothing, as I am not acquainted with its use, but having a thorough acquaintance with tobacco, am prepared to condemn its use as a filthy habit, yet I agree with Mrs. Harper that no man can chew or smoke up his whole fortune or wages. No man can degrade himself by using tobacco. Of course it is wrong to throw the "worn out" quid upon the sidewalk for ladies to fall over. But still as a stumbling block a quid of tobacco is very preferable to a drunken man. The former can be overlooked, but the latter never can. Tobacco is vastly superior to liquor, and I wish that every reader could see the evil as Mrs. Harper describes it, and shun intemperance. Stump.

For the Magazine:

PEGGED OUT.

Pard, the varmint struck me heavy,
Kinder guess I'll hev ter go,
Notch another in my rifle
Fer I laid the critter low.

When you tell the boys the story
'Bout this skrimmage in the night,
Tell them how we fought together,
Tell them that yer pard was white.

Raise me up a little higher,
Tell me you'll wipe out the score—
Take the locket from my bosom
Let me see her face once more.

Don't take this locket from my body,
Let it go with me below—
She was bright as heaven's sunshine,
She was pure as drifting snow.

Don't bury me beneath the willer
As the Eastern folks would say,
Plant me on the rollin' prairie
Whar the deer come every day.

Has the moon gone down already?
Are the stars no longer bright?
Mebbe pard I'll wake up yonder
Whar there's everlasin' light.

—Merton.

SCHENECTADY, N. Y., February 21, 1886.

Editors Locomotive Firemen's Magazine:

As I take up the Magazine each month and fail to discover anything in it from No. 210, I feel disappointed and have at last concluded to give her a little airing myself. We have thirty-six names on our rolls, all in good standing, and a number of applications out. Our members are all active Brotherhood men, even though they do not go around to meetings regularly.

Bros. James Allen and L. V. Shannon have received a deserved reward for faithful service in their promotion. We hope soon to see more of our boys substantially remembered.

On January 27, Bro. Matthew Lavine took unto himself a better half, one of Schenectady's fair daughters.

Bro. Thomas Carroll is putting on lots of airs because they have company at his house. Yes, Tom, we will all accept the invitation and go up and see the little angel. 18-K.

SUNBURY, PA., Feb. 27, 1886.

Editors Locomotive Firemen's Magazine:

As it has been some time since I have seen anything in the magazine from 220, I thought I would write a few lines to let the brothers know that the firemen on the P. & E. are all working heart and hand to improve the Brotherhood. Bro. C. C. Bowen, our Financier, is a whole-souled Brotherhood man and he is the right man in the right place. All the brothers are capable of the positions they hold. I do not think that there ever was more brotherly love among firemen on the P. & E. than there is at the present time. Some of us do not get to the Lodge as often as we would like, but we are thankful that we can read the Magazine once a month, to see what the brothers are doing.

With all success to the B. of L. F., I am

Oil Can.

STRATFORD, ONT., March 14, 1886.

Editors Locomotive Firemen's Magazine:

Endeavor Lodge No. 2, Ladies' Society, B. of L. F., held their third assembly in the Grand Trunk Reading Rooms on Thursday evening, February 11; both socially and financially it was a success. It took the form of an apron and neck-tie social. Each lady on entering drew an apron—the neck-tie to match was put in a bag, when each gentleman for the sum of ten cents had a draw out of the bag, and as ties and aprons matched so were they partners for the evening. Much merriment was created by the unevenly matched couples. Tickets were sold at twenty-five cents each, and every couple of the seventy present felt satisfied that they had had pleasure equivalent to three times the value of the tickets. This society, comprised as it is of mothers, wives and sisters of Brotherhood men, is conducive of much good. They are the means of bringing our families together and of strengthening the bond of sympathy between us. They have also been the means of adding many useful and attractive articles of furnishings to our Lodge rooms. Hoping that I may soon again be a guest at one of these gatherings, I am with many good wishes for the ladies of Endeavor

A Member of 38.

KNOXVILLE, TENN., Feb. 23, 1886.

Editors Locomotive Firemen's Magazine:

Having looked in vain for a communication from No. 296, I have at last concluded to introduce some of the boys myself. We are at present doing well, with twenty-two members, and applications coming in at every meeting. Bro. Crittendon, our Master, is domiciled on the right hand side of his engine and is having the best of success. Bro. Wheeler, our late Financier, now has a short run between the round house and turn-table at Warm Springs, N. C. Bros. Young, Manning, Hightower and Presnell are firing passenger engines on the main line. Bro. Robinson is smashing drawheads in the Knoxville yard with engine 33. Hit them hard, Alonzo. Bro. Wilson is Assistant Superintendent of motive power at the upper round house at nights. Bro. Wells, our Magazine Agent, is around at all times soliciting subscribers. We now have a nice set of regalia, thanks to the kind assistance of Mrs. Ford. We extend our sincere thanks to Mrs. Ford, and congratulate Bro. Ford on the possession of such an estimable wife. But there, I hear Juliet calling me, and I must bid you good night.

Romeo.

MAUCH CHUNK, PA., Feb. 27, 1886.

Editors Locomotive Firemen's Magazine:

Lodge No. 251 is still on deck and in a prosperous condition with twenty-nine active members. We hold two meetings each month and they are well attended. Bro. Gruver is our chief officer and keeps everything in ship shape, assisted by Bros. H. B. Fulton and C. Roberts. Those three are a strong team. Bro. Underwood is another good man who furnishes the boys with laughing material. By the way, he has lately been promoted to the right hand side. Yes, and there is Bro. Meyers, who is a jovial fellow, full of life and love for the Brotherhood. As this is my first attempt I will spare the boys and close by signing myself

A Member.

BARABOO, WIS., Feb. 27, 1886.

Editors Locomotive Firemen's Magazine:

It is seldom that anything appears in the Magazine concerning Lodge 26, or any of its members, and as a great many of our friends are subscribers to the Magazine, I thought it but right to let them know who and what we are. We have seventy-five good, solid members, with new additions at every meeting, and we have had some very good meetings lately. I think with Bro. C. H. Williams, as Master, S. H. Wood, as Vice Master, C. G. Simmons, as Secretary and S. W. Dixon, as Financier, 26 is well officered. Added to the above named crew, a few such men as A. E. Brown, H. Finkham and C. Bode-mar and you have a Lodge that will vie with the best.

Everything is very dull here at present, but we are living in hopes of an improvement. Being a writer of very small capacity, I trust that some one with greater ability, will come to the front and champion the cause of

Twenty-Six.

PARSONS, KAN., Feb. 10, 1886.

Editors Locomotive Firemen's Magazine:

Having several days ago, come unawares upon one of our skillful and talented young passenger fireman, discussing the contents of a well-filled lunch basket, through a curiosity of mingling pity and distrust, I was prompted to put the query: "What! have you come to that?" Imagine the surprise when informed by our worthy brother,—his countenance illuminated with radiant smiles—that he had recently enrolled his name on the list of benefactors. Upon further inquiry, we were advised that on Thursday evening, January 28th, Bro. Chas. M. Stocker, of No. 24, was, at the residence of the bride's sister, united in marriage with Miss Sadie Jenkins, of Parsons, Rev. H. A. Tucker officiating.

Charley has been identified with us a long time, and from continued association, we know him to be a young man of sterling qualities, affable and courteous to all, and endowed with all the principles making one an ornament to society. His wife is one our city's fairest young ladies, and we bespeak for them a bountiful share of nature's choicest blessings, and may their lives be like the mighty river which rises amid the pure snows of the bold mountain—clear and chaste—the fairest thing from the creative hand of God.

Bro. L. D. Harrington, our worthy Financier, is undergoing a siege of muscular rheumatism, and we are pleased to note the fact of his being far better, and will thank all friends for their kindness in calling on Lee at Sedalia.

Engineers Al. Louks and Joe. Hotchkiss, are again seen on their respective runs, and both being good men, our members hope that sickness may never again disturb them.

Bro. Chas. Maiers and his estimable wife have the heartfelt sympathy of all in the death of their infant child, which occurred last week.

The three feet of snow which fell last week have disappeared from view; it lasted about as long as a snowball in the land where the fire never dies.

Sea Tea Pea.

INDIANAPOLIS, IND., March 8, 1886.

Editors Locomotive Firemen's Magazine:

A few notes from Eureka Lodge No. 14 may not come amiss. Geo. Ruster has laid down the scoop for a job of hostling. Al. Liugenfelter has passed examination for promotion and H. Bloom has got a regular engine in the Brightwood yard. We are pleased to see Bro. Geo. Roblison on duty again, after nursing a pet arm some four or five weeks. By the way, you may say to your readers that No. 14's Magazine Agent can be found in the box room at the west end of the Union depot. W. T. S.

GRAND RAPIDS, MICH., Feby. 25, 1886.

Editors Locomotive Firemen's Magazine:

If you will allow me to use your columns as a bulletin board, I will announce to our sister Lodge that 265 has been oiled around and the guage shows 135 pounds of steam. We have a regardless order to run to 1887 and we are making good time with thirty-six through passengers on board. We have taken on three brothers since starting out on this trip and there are a great many others now awaiting us along the line. Bro. Morris is at the throttle with Bro. Decker on the opposite side of the cab. They will stop and pick up any one who is entitled to passage on our train. Bro. Bessey is very prompt in keeping the baggage reports. Bro. Leech makes a tip-top brakeman and assists the boys in getting on the train. Bro. Kitselman is our conductor; he collects the cash and looks after the welfare of all on board; his remittances are always correct and between stations he can be found among his passengers with a kind and encouraging word for all. The sleeper, "Benevolence," is attached to our train and there is room for every good fireman along our route. Be sure your tickets read via the the B. of L. F.

Kit.

ST. ELMO, COLO., Feb. 18, 1886.

Editors Locomotive Firemen's Magazine:

Married? Yes, precisely as the ticker in my vest pointed to 5:30 P. M. yesterday, February 17th, Bro. John R. Payne, of High Line Lodge No. 256, was eternally "tied" to Miss Annie G. Mahon, by Rev. Father Gleason. The elite of St. Elmo society were invited and were in attendance almost en masse, while the railroad fraternity—well, all who were at the time located at this terminal availed themselves of an opportunity to attend the wedding of one of our most popular brothers, with the most energetic, enterprising little lady of our little mining town of St. Elmo. The service was one that reflected credit both on the deliverer and "Jack," who showed excellent judgment by selecting Father Gleason to officiate at the ceremony. Shortly after the linking of these kindred hearts, at which proceeding our genial brother W. J. Blanchard was groomsman, ably assisted by Miss Amelia Haberle as bridesmaid, supper was announced, at which repast Mr. H. E. Cronk was master of ceremonies, and be it ever remembered everything passed off to the Queen's (the bride's) taste, the inexperience of all concerned notwithstanding. The wedding supper was a model in its way, and the bride deserves much praise for the same, as it was prepared under her special supervision. Following the festivities was a grand

reception, at which many were invited and the dance lost none of its interest throughout the evening and closed at 2:00 A. M. with everybody satisfied. Presents began appearing the day before and by 4 o'clock on the wedding day, one corner of the room that was set apart for the same was nearly filled. The donors as far as we could ascertain were Mr. and Mrs. Saxton, Mr. and Mrs. H. D. Marks, Mr. and Mrs. Raymond, Mr. and Mrs. A. M. Powell, Mr. and Mrs. C. G. Maynard, Mr. and Mrs. M. J. Marks, of Buena Vista; Mr. F. W. Brush, W. J. Cornelius, G. H. Glazier, F. V. Oburg, Mrs. C. A. Smith and daughter Blanche, Mrs. Hankey, Miss A. Haberle, Mrs. Pitts, employes Clifton House, Mrs. McKinzie, R. McKinzie, W. McKinzie and Master David Cook. Prominent among the gifts, we noticed a very beautiful butter dish, two or three sets of silver knives, forks and spoons, a handsome glass set, besides scores of others. Bro. Jack was the happy recipient of an easy upholstered rocker, and his bride was supplied as well with a smaller one, both gifts coming from the following boys of the railway fraternity: W. J. Blanchard, E. Robinson., H. E. Cronk, D. McPherson, J. M. Whittenberger, Doc. Cunningham, T. Duffy, C. Stowe, E. J. Granger, M. Kelly, Wm. McLeod, Wm. Halcy, Wm. Gallagher, and the members of High Line Lodge No. 256. With such a good enjoyable wedding to look back upon, and such an estimable wife for his companion, Bro. Johnny has no excuse for being otherwise than happy, and we wish them both worlds of it. J. O'Brien.

DENVER, COLO., Feb. 26, 1886.

Editors Locomotive Firemen's Magazine:

In my last letter I promised to let you hear of some of our boys. In the first place, 77 began to think of giving a ball, so they went to work for a St. Valentine's ball, fixing the date February 12th, as the 14th came on Sunday. They presented the ladies each with a very neat valentine and the gentlemen with the ugliest that could be found. The ball was held in Lincoln Hall. The boys had decorated the hall very nicely and it was crowded with the best people of the city. The ladies were pretty and splendidly dressed, and the men were gallant and courteous. Dancing was continued until daylight, every one seeming to enjoy themselves to the utmost. The ball was a grand success owing to the untiring efforts of the boys, and the kindness of our M. M., Mr. Mortzheimer, our Superintendent, Mr. Choat, and Mr. McMaster, T. M. of the Colorado division. We wish to extend thanks to the above named gentlemen and also to Mr. M. F. Egan, who rendered us valuable assistance. Bro. Joe. Brown was in attendance as one of the floor managers, and Bro. J. V. Duggan was there also, making himself useful. Bro. J. T. Flavin has returned from the East, looking much improved. Bro. Jas. Burk, of Morrison Run, has moved to Denver, and is a very welcome visitor every Thursday night. Bro. Chas. G. Holl, of the R. P. division, is at present visiting friends in Denver. The boys are all making good time here in the mountains, and having plenty of fun bucking show.

I will close for this time, but you may hear from me again in the near future.

Cactus.

HANNIBAL, Mo., March 2, 1886.

Editors Locomotive Firemen's Magazine:

It is with pleasure that I announce to the Brotherhood that the first annual ball given by Marion Lodge No. 290 was a success, socially and financially.

The ball took place at Armory Hall, Monday night, February 22d, and although the boys had only about ten days to work on the matter, they had the hall fitted up in elegant style, with cedar decorations and banners inscribed with the emblems of the Order. At the end of the hall arranged in a very neat manner was the word "Welcome;" also "B. L. F." and "B. S. I.," all made of cedar sprigs. Some of the decorations consisted of firemen's tools; a broom, coal pick and shovel, while at one end of the hall was a headlight and arranged in different parts of the room were red, white and green lanterns. Dancing commenced at 9 o'clock and continued until 4 a. m. when they all with one accord pronounced the ball a success and wended their way homeward.

The boys all deserve praise for the way in which the ball was carried on, but particular praise is due to Bro. John Ray, of No. 23, who was untiring in his efforts and worked as hard as he works the (1) one when he goes up to Stockton. Bro. James McCruder also is deserving of credit for the way in which he acquitted himself in the ball room; he seemed to be just where he was needed at all times.

A great many of our leading business men remarked that they were surprised to see the ball come off so pleasantly, all of whom say they will be sure to patronize the next dance given by the B. L. F. The boys owe their thanks to H. T. Peyton, Div. M. M. of the M. K. & T. at this point, who, although none of 290's boys are, employed there kindly furnished the headlight and in other ways showed himself to be a gentleman and friend of the B. L. F. After the ball six of the boys proceeded to Clarke's with the headlight, shovel and broom and had their photos taken. They look immense. The lodge is prospering and we have now twenty-seven good men. One little law we passed the other day, has a tendency to either enrich the treasury or make a good attendance, and that is a fine of twenty-five cents on members and fifty cents on officers who fail to give a good excuse for absence. A couple of the boys were fined last meeting and paid it without a murmur. Our Financier, Bro. J. C. Shaw, comes after the boys the same for fines as any other and when asked if the twenty-five cents extra is a fine, Jim allows a smile to steal over his face as he says, "yes, you know it too."

Total Wreck.

ATLANTA, GA., Feb. 17, 1886.

Editors Locomotive Firemen's Magazine:

As a member of 247, I will make a first attempt in her behalf. Our Lodge is in first-class condition, having improved wonderfully in the past few months. We have live and efficient men at the head of it, and a good, substantial lot of boys to follow their lead. There is some talk of a union meeting to be held here on the 29th of March, and the members are all taking a lively interest in it, and with A. B. Barker, at their head, are doing the best to get things in shape.

Atlanta.

SAN MARCIAL, N. M., March 3d, 1886.

Editors Locomotive Firemen's Magazine:

Magdalena Lodge No. 261 is in a flourishing condition, with a roll call of twenty-five members, all in good standing. Bro. Joe Meadows has just returned from a two months' visit in the east, and his failure to bring Mrs. Joe Meadows along with him was a surprise to us all. However, Joe says "When the robins nest again," etc. Bro. Bayless switches big numbers ahead in the yard at El Paso, with Shawnee No. 36. Of late Sam wears a genial smile and a white shirt, which bespeaks financial prosperity as well as domestic happiness for this, our only benedict. Bro. Comstock, our live Financier, has been running Engine No. 201 since January 1st, and with the exception of losing a large sized lubricator from the right steam chest, he has made a record of which any young runner might be proud. Bro. Murray, our Secretary, keeps a lookout for short rails and extracts defective drawbars with the 213 here in the yard. It is rumored that he contemplates a lay-off at an early day in order to clean his headlights and pack his engine. This will be a good move in the right direction. Bro. D. A. Suller plugs the yard engine at Albuquerque. Keep your headlights burning, Dave, and look out for approaching objects. Mr. E. Hockett, our M. M., is a firm friend of the B. of L. F. He is thoroughly competent, and willing to advance any information concerning the locomotive. He is a strict disciplinarian, and has the respect and esteem of all. F. Ewing, E. Lyons and E. Worrell are firing passenger, while Bros. Wm. L. Ewing, Feathers and Taylor hold down the freight runs. Bros. James Tiley, of Lodge No. 16, runs Engine 85 on freight. Jim is a good fellow and a thorough Brotherhood man. A long and prosperous life to all members of the B. of L. F. Cactus Bud.

HANNIBAL, MO., February 19, 1886.

Editors Locomotive Firemen's Magazine:

As yet there has been nothing said in the Magazine concerning No. 290, so I shall make an effort to say something in favor of the B. of L. F. in our quarter. Marion Lodge No. 290 was organized September 16, 1885, and although not quite six months old has attained a membership of twenty-five. Bro. J. T. Hart, who manipulates the scoop on the 21, is our able Master. Bro. Geo. Coffman, who furnishes a sufficient volume of smoke for the 49, is Secretary. The finances are attended to by Bro. J. C. Shaw, who is usually seen coming around with a genial smile on his face, receipt book in hand and the remark that he would like to "tap your pocket-book" for the amount of about two dollars. Bro. John Ray is a pronounced success on the right hand side of the 1. The 48, on the Quincy branch, is doing first-class work with Bros. Saalig on the right and Stiner on the left. Her's is the "tony" crew of the road. In spite of dull times and poor business the boys are determined to place our Lodge in the front rank. They all work with a will for the Order that has done so much for the elevation of railroad men, and has placed them in the position which they now occupy in society. Should this, my first attempt, meet with favor, I may, some day in the near future, contribute something of more interest. Yours, fraternally,

A. J. Schmidt.

MISSOULA, MONT., March 3, 1886.

Editors Locomotive Firemen's Magazine:

As No. 194 has not been heard from through the Magazine for some time, I will just inform the outside world that we are still on deck. We are proud to claim Bro. T. P. O'Rourke, the "Veteran," as a member of our Lodge.

Our Secretary, Bro. Foster, is noted for his nice black moustache which makes him very fascinating to the ladies; but the boys, well, they all know him. Bro. Case has been disguising himself of late, playing the dude. Bro. Hollister is saving his money and is writing for catalogues of housekeeping utensils; but he needn't be so sly about it, since all the boy wish him the very best success. Although Bro. Watson pretends to be a woman hater he likes to linger at Heron all the same. Something there sure. Our Master Mechanic, Mr. W. H. Garlock, and Superintendent, Mr. Gilbert, are gentlemen who command the admiration and esteem of every man on the road. As it is getting late I will conclude by subscribing myself.

Alameda.

JACKSON, MICH., February 16, 1886.

Editors Locomotive Firemen's Magazine:

If I should attempt to write all the incidents that have occurred at this point of the needle within the last two months, it would fill a medium size book. We have had accidents and scenes that have been heart-rending in the extreme. On the night of December 30 there occurred one of the most appalling railroad disasters on record. Two light engines, one with a way car, crashed into each other, and three noble and true-hearted men, Robert Mills, Thomas H. Looney and George Hunn were hurled into eternity without a moment's warning, and in this sad accident we lost a noble brother, T. H. Looney. He attempted to jump from his engine, but was a moment too late, and was caught between the engine tender and there remained until death relieved him of pain and suffering. His remains were taken in charge by the members of No. 240, B. of L. F., of which he was a member. The funeral services were conducted by the same, and the sympathy of the noble Brotherhood was extended to the aged and bereaved parents.

The second sad accident, although having occurred many miles away, has brought home to us another brother, Harvey Morton, who was killed near Mill Springs, on the Iron Mountain Railroad, the night of February 5, in which two passenger trains collided. His remains were accompanied to Parma, his former home, on the M. C. R. R., by J. Christoffer and C. Hurst, members of No. 6, Desoto, Mo., of which Lodge he was an efficient member. Tongue cannot express nor pen portray the feeling of sadness, deep down in the heart of his poor widowed mother, when the sad news was conveyed to her. The only support she had was now gone. Her only son who, but a few short months ago, bade her good-bye in all the health and vigor of youth, was now brought home in death. But thanks be to God, Harvey has provided for his poor and lonely mother, and in the Brotherhood of Locomotive Firemen she will always find true and loving hearts who will remember Harvey's mother. And let each and every one of us so live that when

death comes, no matter in what form, we may be prepared to meet it.

The members of Gilbert Lodge wish to express their pleasure in meeting with the two brothers from No. 6. They impressed us as being true Brotherhood men and left here carrying with them our best wishes. Yours, fraternally, Dorr.

LITTLE ROCK, ARK., Feb. 20, '86.

Editors Locomotive Firemen's Magazine:

Bro. John J. Hannahan, our Vice-Grand Master and Organizer and Instructor, arrived in our city, Saturday evening. On this occasion No. 45 called a special meeting. A great many members of our Lodge had never had the pleasure of meeting our newly-elected Grand Officer, and his visit was highly appreciated. There was a large attendance at the Lodge, and Bro. Hannahan spoke until a late hour to them. Bro. Hannahan told us he came for the purpose of organizing a new Lodge in Argenta, if it would not be detrimental to Rose City Lodge No. 45. No. 45 was delighted to think these men who were to compose the new Lodge had arrived at this conclusion, and were prepared to render all assistance in her power toward the organization of a new Lodge. The members of Rose City Lodge have spoken a great many times in regard to the organization of a new Lodge in Argenta. The Brotherhood has lost a great many good members by not having two Lodges at Little Rock, or one in Argenta and one in Little Rock. There are plenty of good firemen on the Memphis & Little Rock, and the Mississippi Valley Route to keep up a good Lodge. On Wednesday evening Bro. Hannahan organized the new Lodge and it was named Three Branch Lodge No. 304, with eleven charter members. Rose City Lodge was well represented on this occasion. The exemplification of the work by our Grand Organizer was looked on by the oldest members of No. 45, as something "rich and rare." We wish the new Lodge and its members unlimited success, and we hope our Grand Organizer will visit us often.

H. H. Burrus.

TEMPLE, TEXAS, March 5, 1886.

Editors Locomotive Firemen's Magazine:

Midland Lodge 147 has a membership of 28, and new applications are coming in at every meeting. Our meetings are well attended and the boys take a great interest in Brotherhood matters. James Stanton, our delegate to the last Convention was married a couple of weeks ago very slyly. His marriage was a complete surprise to us. Bro. Stanton is one of our oldest members and has the very best wishes of all the boys. We are looking for another marriage to come off soon and are anxiously awaiting the cards. Bro. Easy is still hostling at Dallas and Bros. Kinchlow and Daly are at Brownwood. Bro. Corcoran, our trusty Financier, who never tires of the good work, is day hostler and Bro. Sherwood, our worthy Master, is night hostler at Temple. Bro. Hitchcock, who is sometimes called the little dude, holds forth at Cleburne. Bros. Robbins, E. Robinson, R. Robinson and Boyd are firing passenger. They all wore smiling faces last Sunday, so there must have been something in the wind. Hoping this will find space

I remain fraternally

W. D.

BONHAM, Texas, February 23, 1886.

Editors Locomotive Firemen's Magazine:

Having been a reader of your Magazine for the past six or seven years, it is but natural that I should feel a great deal of interest in the Brotherhood and its members. Having been called to this place on business and learning that a Lodge was located here, I began making inquiries concerning the men belonging to it. They are well spoken of by every one here, and since I have had the pleasure of meeting a number of them. I take this method of introducing No. 243 to the public. I was first honored with an introduction to the Master, Mr. J. L. Caudle, who is a fine type of the railroad gentleman. Upon our first meeting I felt that 243 was very fortunate in having secured Mr. C. as its chief officer, and when a few moments later I formed the acquaintance of W. F. Row, the wide awake Secretary, I realized that the Bonham boys were well able to take care of themselves and their Lodge. The selection of their two leading officers is strong evidence of their intelligence and good judgment. Having learned more about Mr. Christman, the Financier, than any other member of the Lodge, I felt a great curiosity to inspect the man who, each month, quietly slips around among the boys and collects their dues and assessments almost without their knowing it. Let it suffice to say that I am now acquainted with Mr. Christman, and am by no means disappointed. I can easily understand why he is so popular with the boys. He is the right man in the place where he is most needed. I have also had the pleasure of meeting Messrs. Wallace, Ball, Oliver, Murry and others, and I must say that I am most favorably impressed with the members of 243. I am not surprised that the people of Bonham are glad that the boys moved their Lodge from Texarkana to this place. Fearing that I am claiming too much of your valuable space, I will close, wishing J. H. Selby Lodge the utmost success.

Cotton Seed.

CARBONDALE, PA., March 13, 1886.

Editors Locomotive Firemen's Magazine:

Having read with great interest the article in the Magazine, describing the D. & H. railway, I will inform the readers that I am firing on the Pennsylvania division, which is the original D. & H. C. C. R. R. Vanbergen Lodge No. 62, of which I am a member, is in splendid condition. A. W. Bayley makes a very efficient Master. O. E. Histed, who has been our Financier for years, still gives general satisfaction in that capacity. Our Lodge numbers sixty-five members at present and we are adding to our membership at almost every meeting. The Pennsylvania division of the D. & H. runs from Nineveh, N. Y., where it connects with the A. & S. division, to Wilkesbarre, Pa. It does a very heavy coal business; some of the best anthracite coal mines in America belonging to the company. It has, in addition to its other roads, a gravity road running from Olyphant to Honesdale, where it connects with a canal running from there to Rondout, N. Y. It is claimed that Honesdale is the place where the first locomotive in the United States was first run, the boiler of which was on exhibition at the Railway Exposition at Chicago. Trusting that the above may prove of interest to the readers of our Magazine, I am fraternally,

A. B. C

Personal.

NEXT trip, Bro. Cunningham, we wont cross the river.

H. BLOCKER, of No. 21 keeps a good record of the doings of his Lodge.

H. C. WHEAT, of 298, is heart and soul in the work of the Brotherhood.

L. FISCHER represents one of our kind. He wants to know who is boss?

BRO. HACKETT, of 109, is at work with his usual zeal in behalf of the Order.

JACK MYERS, of 63, is doing efficient work for the Magazine at Danville, Ill.

A THOROUGH gentleman and an earnest worker in our cause is Bro. Pendleton, of No. 108.

PHIL SNYDER don't want to buy a dorg? Since the late unpleasantness he has been very busy.

TALK about your orators, you want to hear Bro. Brantner, of No. 298, speak on the labor question.

WILL Billy Hugo, of No. 14, please advise an inquiring friend how much it costs to print a black line?

BRO. MAHONEY, of 248, makes an able speaker, and his sayings are full of meat for thinking minds.

G. C. WEAVER, of Lodge 220 has been promoted to the position of engineer. The promotion was well deserved.

THE members of Adopted Daughter Lodge No. 3 express their sympathy to Bro. J. C. Cause upon the death of his mother.

It gives us pleasure to note the promotion of Bro. C. R. Gurney to the position of engineer on the Brooklyn Elevated Railway.

WM. BASTIN, the able Financier of Lodge No. 144, was a little late with his monthly returns—Cause, arrival of a young daughter.

WHEN the members of No. 21 see the lengthy form of Bro. Murphy loom up in the distance they begin to look for their shekels.

JOS. ROGERS, the able and energetic Magazine Agent of No. 38, had a new subscriber added to his list a short time ago—a fine boy.

JAS. WILMOTT was married March 17th to Miss Holmens, of Brantford, Ont. The members of 221 wish them success and prosperity.

WALT T. SCREES is just such a Magazine Agent as every Lodge should have. Old "Eureka" put the right man in the field this year.

C. E. WALKER, of No. 49, was married on the 27th of January, to Miss Nellie Ward, of Quincy, Ill. The members of 49 wish them much joy.

C. BRANTNER does not care to invite any more Grand officers to dinner. He prefers to invite some one that eats something else besides pie.

JOHN SHELTON carries his head unusually high since that new arrival at his home. The boys of No. 38 are pleased to note John's happiness.

No one that has heard Bros. Rucker, Goodwin and Pike address a meeting of our Order will deny that No. 78 has got three able orators.

On January 7th, Patrick Sheshan, of No. 49 was married to Miss Mary Clark, of Decatur, Ill. Bro. Sheshan and wife have many well wishers.

ERNEST COOK, of Danville, Ill., son of Allen Cook, Esq., M. M. of the C. & E. I. Ry., is of substantial assistance to the Magazine Agent of No. 63. We hope that Ernest may some day be enrolled as a member of our Order.

A. LINGENFELTER, is requested by one of No. 14's members to let the boys know whether it is a boy or girl. Come Allie, give us the desired information.

A BOUNCING boy has come to gladden the household of V. N. Williams of No. 216, and as is customary on such occasions, fine cigars were passed around.

BRO. BELL, of No. 6, is one of our principle workers in the southwest. He is heart and hand in the Brotherhood and guards its interests with jealous care.

In a note from "Cricket" we are advised that Billie Powell, the hostler of the G. C. & S. F. has made a catch of a beautiful little brunette in the West end.

OUR esteemed Bro. F. Marvin, Master of T. C. Boorn Lodge No. 224, after nearly a year of suffering with rheumatism is at present at Hot Springs, Ark., for treatment.

ONE of No. 252's members says that Bros. Cobaugh and Adam each owe the Lodge a cake on their marriage and the boys want to know when to bring their napkins with them.

WM. O. GRADY, of No. 221, was lately married to Miss Kate Scanlan, of Stratford. The members of his Lodge join in hearty congratulations to Bro. Grady and his bouny bride.

In the death of his only daughter and serious illness of his wife Bro. E. J. Wells, of No. 298, has the heartfelt sympathy of the members of his Lodge and a large circle of friends.

It gives us pleasure to announce that Bro. Fred Meyers, of 197, one of the live boys of that Lodge, is rapidly approaching the matrimonial state. May Fred and his little bride ever be happy.

It has been suggested by one of the members of No. 16 that Bro. Adelbert Gurney be assigned a position as passenger engineer on account of the good time he makes in the yards at Terre Haute.

H. L. NICHOLS, Financier of Guiding Star Lodge No. 130, is determined to put his Lodge in the front rank. Members that are at a distance had better correspond with Bro. Nichols and keep in good standing.

GEO. ALGERS, of No. 103, did his courting so slyly that the boys were greatly surprised when he appeared lately with his bride. The surprise was genuine, but Mr. and Mrs. Algiers have none the less their sincere congratulations.

T. V. McGRANE, the ex-Magazine Agent of No. 149, has lately become the father of a fine boy. Bro. McGrane is deservedly proud of this new distinction and his many friends extend their congratulations upon the joyful event.

THE numerous friends of Bro. Stuart White, of Dominion Lodge No. 67 have learned with profound regret of the death of his beloved wife and one and all they extend to him the full measure of their sympathy in his sad affliction.

BORN, April 4th, to Bro. and Mrs. Walter T. Screes, of Indianapolis, a fine young son, who will be known as Eugene Screes. Walter is the energetic Magazine Agent of Eureka Lodge No. 14 and we rejoice with him over the new arrival.

JAMES HAUGH, one of 38's members has joined the immortal band of benedicts. Bro. Haugh was very quiet about the affair, but we presume he will explain it all in due time. Anyway, the members of No. 38 extend their hearty congratulations.

A. H. FLYNN, of Algiers, La., writes us a very encouraging letter which also contains some very sensible remarks on the duties of membership. Bro. Flynn has advanced ideas on that subject and manifests a commendable interest in the good of our Order.

THE members of No. 14 are delighted to see Bro. T. Baine with dinner bucket in hand again. Tom is one of the kind of men we like to see prosper.

QUITE a notable wedding was that of Bro. Heckman, of No. 230, which took place recently. The bride was formerly Miss Hattie Parish. Bro. and Mrs. Heckman have a favorable commencement into wedded life and the good wishes of 230's boys are theirs.

CHARTER OAK LODGE No. 285 was presented with an altar cover and Bible mark; both articles are of the most beautiful material and are elegantly embroidered in silk. Appropriate resolutions were passed thanking the fair donor, Miss Barbara Wood, for the elegant gifts.

GRAND MASTER SARGENT has lately recovered from a severe attack of scarlet fever which confined him to his room over two weeks. Through the careful nursing of Mrs. Sargent, Bro. Sargent is out again, and ready, as ever, to respond to the duties of his office.

It is with great pleasure we notice that the name of Bro. J. M. Dodge, of San Diego, is mentioned in connection with the office of Secretary of State of California. Jack has every qualification for the position and we earnestly hope to see him elected by a rousing majority.

GEORGE HOLMAN, ex-Financier of Loyal Lodge No. 207 is as happy as any man in Meadville since that ten-pound boy came into his house. Tom Taylor says that George has grown several inches since the happy advent and Sam Quackenbush is still waiting for the cigars to be passed around.

ONE of the proudest men on the Brotherhood rolls is John Flowers of No. 103. He has been promoted to the right hand side, with headquarters at Pensacola, Fla. Before his departure for that point, he paid a visit to Charleston, Ind., and we think there is some attraction for him in the Hoosier State.

H. W. STEPHENS, one of 34's old time members, has returned to the coal regions at What Cheer, Iowa, where he is in charge of the locomotive department. Having a leave of absence granted him he improved the time by visiting with his family his old home and his host of friends who were all glad to extend him a hearty welcome.

On Saturday evening, March 27th, the members of Keystone Lodge No. 208 with their wives surprised J. J. Lannan, Master of the Lodge, at his residence on Main street, and presented him with a handsome easy chair. Bro. Chas. Anderson made the presentation speech which was fittingly responded to by Bro. Lannan, after which refreshments were served and all had a pleasant evening.

THE valley of the Platte has developed a formidable rival to the "Lunch Fiend of the Delaware" in the person of Bro. Wm. Thompson, of Elkhorn Lodge No. 28, who has been titled the "Hungry Man of Platte Valley" in recognition of his wonderful exploits on a recent trip to Iowa, during which he demonstrated his ability to "knock the persimmons." The bill of fare, which he disposed of in its entirety at one meal, was forwarded to us for publication, but the expense of a special edition deprived us of the pleasure of presenting to our readers the extended catalogue of victuals Bro. Thompson takes to himself at one sitting. We suggest that the "Lunch Fiend" and "Hungry Man" form an aggregation and then consolidate with "Barnum's Greatest Show on Earth."

"RAILWAY LIFE" is the title of a new railroad periodical, published at Toronto, Ont. It is exceedingly well edited, and its columns supply a fund of valuable information to all classes of railway employees. Success to "Railway Life."

Union Meetings.

The second of the series of official Union meetings was held at Atlanta, Ga., on Sunday, March 28th, under the auspices of Kennesaw Lodge No. 247. On Saturday evening, the 27th, the Railroad Y. M. C. A. of Atlanta tendered a reception to the Brotherhood which was a very pleasant affair and much enjoyed by all present. The Atlanta Constitution gave the following account of the reception:

"The members of the Railroad Young Men's Christian Association gave a reception to the Firemen's Brotherhood last night which was largely attended by members of both organizations. Mr. G. C. Jenner, chairman of the railroad work in this city, made a most felicitous address of welcome. Mr. J. S. Wheeler, of Mobile, Alabama, in behalf of the Brotherhood of Locomotive Firemen, made an eloquent response, reviewing the aims and purposes of the B. of L. F. He gave a short history of the Order and vividly portrayed the high moral character to which its members sought to attain. He beautifully and touchingly alluded to the devotion of the mothers, wives and sisters of firemen to the good of their beloved Order. His address was followed by Secretary Bosard, who made a stirring speech encouraging work in any organization that has for its object the elevation of human character. Mr. William Hugo, of Indianapolis, Indiana, in a neatly worded speech emphasized the unity of the aims of the B. of L. F. and R. R. Y. M. C. A. He cordially commended to the firemen the railroad association and the privileges and benefits it offers to railroad men of all classes. Mr. Ed. Kidwell, representing the Brotherhood of Locomotive Engineers of Atlanta, who was present by invitation, made a short, but elegant address, commending to the brothers the facilities offered by the R. R. Y. M. C. A. for their social, intellectual and moral advancements. Refreshments, consisting of such good things as only railway ladies know how to provide, were served and ample justice was done them.

Miss Adelaide sang "As I've Nothing Else to Do," in her charming manner and elicited the hearty applause of all present. Master Raymond Hudson played upon the accordion a few selections to the delight of every one. A vocal duet by Miss Glenn and W. R. Bosard pleased all. Professor Christlaner rendered an organ solo which showed to advantage his thorough mastery of his art.

Mr. Fred Massa was present and rendered several selections upon the accordion in a manner which astonished all. The programme which was informal was interspersed with short talks by A. B. Barker, T. G. Gresham, W. C. Wall, C. M. Hudson. By special request J. S. Wheeler sang "I Will Stand to My Friend." A hearty vote of thanks was given the ladies for the generous collection. After a good social time, in which many new acquaintances were made, the brothers joined in singing "The Sweet Bye and Bye." The following are the names of the visiting brothers and the numbers of their respective Lodges: Wm. Hugo, No. 14, Indianapolis, Ind.; Charles Hugo, No. 14, Indianapolis, Ind.; F. Colby, No. 82, Minneapolis, Minn.; H. Keler, No. 85, Fargo, Dak.; E. Lewis, No. 139, Tulare, Cal.; F. D. Teter, J. H. Tilford, H. Straining, A. G. Frediking, No. 230, Hinton, West Va.; G. E. Dooner, 245, Savannah, Ga.; J. S. Wheeler, 277, Mobile, Ala.; G. Young, 296, Knoxville, Tenn. The Atlanta Lodge, No. 247, was well represented by A. B. Barker, C. W. Sentre, C. Bellows, T. W. Nichols, R. M. Davis, E. Miller, H. Waters, J. W. Nolen, J. J. O'Neal, J. W. Baird.

The ladies contributed largely to the success of the occasion and we thank them sincerely together with the R. R. Y. M. C. A. for the very courteous manner in which we were received and entertained by them.

Sunday afternoon the open meeting took place at DeGive's opera house. The following programme of exercises had been arranged and was carried out:

Prayer	W. R. Bosard
Coronation March—From the Prophet	Meyerbeer
Address of Welcome	Hon. Geo. Hillyer, Mayor
Call to Order	Chairman Harry Keler
Selection—Andanta	M. Carl
Address	J. T. Cooper
Address	Wm. Hugo

Selection—Flower Song	G. Lange
Address	Jos. S. Wheeler
Address	Chairman Harry Keler
Selection—Anthony and Cleopatra	Riviere
Address	W. R. Bosard
Address	E. V. Debs

Grand Master Sargent, owing to a serious attack of scarlet fever, and Grand Organizer Hannahan, owing to pressing duties in the east, were unable to be present, a fact deeply regretted by all. A full report of the proceedings was published in the Atlanta Constitution which we copy as follows:

The union meeting of the Brotherhood of Locomotive Firemen, held at DeGive's opera house yesterday afternoon, was largely attended and the exercises were deeply interesting. The exercises opened with the Coronation March by Wurm's orchestra, after which the divine blessing was asked by Mr. W. R. Bosard, secretary of the R. R. Y. M. C. A. Chairman H. Keler, in a neat manner introduced Mayor George Hillyer, who delivered the address of welcome in behalf of the city. The gentleman said he felt a peculiar pleasure in welcoming the Brotherhood of Locomotive Firemen to Atlanta, one of the greatest railroad centers of the south, and another reason was that he began life in Atlanta as a railroad man, and that his associations with railroad men had always been pleasant. There was something in the life of a railroad man which brought out the strong points. As a general thing they are kind hearted and of a gentle nature, having a high degree of regard for what is moral and right. "Around your organization clusters the deepest interests. It is now in its thirteenth year, and has prospered and grown at a rapid rate. The by-laws show benevolence and wisdom in organization and in purpose." The mayor spoke at some length and was frequently applauded. He referred to the excellent rules, by-laws and constitution and said he had never seen anything to equal them.

In behalf of Kennesaw Lodge, Mr. H. Keler welcomed the Brotherhood to the Lodge, homes and firesides. Among other things Mr. Keler said: "We have to-day one of the grandest labor organizations on earth. Our relations with our employers and our social standing with the public was never so good as at this time. Our barque has weathered the gale and with a competent chief officer at the helm our work will be still greater." Mr. Keler's remarks were well received.

The next speaker was Mr. John Tyler Cooper. He was suffering with neuralgia and did not speak long. He, too, was glad to welcome the Brotherhood to the city, and felt honored in having them call upon him for the address. Such organizations when properly conducted tended to elevate the working people, and help them along. It helped the capitalist by giving them good, honest, competent men to do work. When such organizations were run by designing men much harm would result. "The preamble," said the speaker, "in your constitution and by-laws, tells what the organization is for." He then read: "For the purpose of effecting a unity of the locomotive firemen of North America, and elevating them to a higher social, moral and intellectual standard; and for the promotion of their general welfare and the protection of their families, the Brotherhood of Locomotive Firemen has been organized. We recognize an identity of interests between our members and their employers, and it is made a special object of the Brotherhood to bring them into perfect harmony with each other. Benevolence is the principal object of our existence, and in our hazardous calling, it is almost daily brought into requisition by the husbandless and fatherless, whose protectors have gone down at their post of duty. [Applause.] With these aims and purposes in view, the Brotherhood of Locomotive Firemen consecrates itself to the elevation of mankind." [Applause.]

Mr. Keler read a communication from Mr. Hoke Smith, expressing his regret that absence from the city would prevent his being present at the meeting, but assured the Brotherhood that he felt deeply interested.

Mr. Wheeler, of Mobile, Ala., was glad he belonged to the oil port brigade, and was glad still that he was a member of the Brotherhood. [Applause.] He said it stood the peer of any organization of any sin-

gle laboring class. It knew no East, no West, no North, no South. It demands justice and practiced justice. It gives to railroads good, honest men, tried and true; drunkards, thugs, and thieves were not admitted. Charity and peace is their motive. Our Order has done more to banish intemperance from railroad men than all the orders ever issued by the officials of the roads.

The ladies, God bless them, [applause] have aided us nobly. They are always on the right side and to them we owe much. [Applause.] I like your city. It is a growing one, and I want to see the firemen here fall into line, help build themselves up, and help along the great cause. We ask the railroads to do no more for us than we are willing to do for them—demand justice and practice justice." [Applause.] Mr. Wheeler has his whole heart in the work and made a good talk. He was followed by Mr. William Hugo, of Indianapolis. He said he had been in the harness ten years and when he first joined a fireman was afraid to tell his employers that he belonged to the Brotherhood. He would have been discharged. "To-day we stand upon a solid foundation. Every fireman who lives up to his obligations will be an honor to himself and to the Brotherhood." He told of how the Brotherhood cared for their injured brothers and those who were killed at their posts of duty. Fifteen hundred dollars each.

Two or three other gentlemen spoke, giving the workings of the Order and other interesting points. The exercises were interspersed with delightful music from Wurm's orchestra.

Last night a secret session of the Brotherhood was held, which had not adjourned up to 1 o'clock."

In the evening a closed meeting was held which was well attended. The work of the Order was exemplified and matters of interest to the Order were introduced and discussed with very satisfactory results. Members were present from all the Georgia Lodges and several others in that vicinity, and from more remote localities. The Brotherhood in Georgia is gaining ground, and judging from the intelligence of the members that took part in the meeting we may confidently look forward to a healthy growth and substantial progress in that section in the near future.

NASHVILLE, TENN.

A splendid Union meeting was held at Nashville, on the evening of March 30, of which the Nashville Union gives the following elaborate report:

The Brotherhood of Locomotive Firemen of W. H. Thomas Lodge, No. 159, gave a reception last night at the Olympic theatre, complimentary to the Grand Officers of the Order now visiting the city. The visitors are: Mr. Eugene V. Debs, of Terre Haute, Ind., Grand Secretary and Treasurer, and Mr. William Hugo, of Indianapolis. It was greatly regretted that F. P. Sargeant, Grand Master, was very ill of scarlet fever at his home in Terre Haute, and therefore was not present. J. J. Hannahan, Grand Organizer and Instructor, was also absent, having been called east on important business.

The stage upon which sat the visiting gentlemen, Mayor Kercheval, Judge Ed. Baxter and Mr. Eli T. Morris, all of whom addressed the assemblage, was tastefully arranged, a large badge stretching across, ornamented with the words "Brotherhood of Locomotive Firemen, W. H. Thomas Lodge, 159," and the landscape picture of a railroad train threading its way through a deep cut. In the centre of the stage was a locomotive headlight, a coal pick and two coal scoops, gilded and painted with calla lilies, leaning on either side of the headlight, and two large red signal lanterns, making a very pretty and appropriate decoration.

MAYOR KERCHEVAL.

Mayor Kercheval announced that he had been made chairman of the meeting and master of ceremonies, which honors he appreciated. He remembered that the three cardinal principles of the order, sobriety, industry and benevolence were most excellent, and any one who lived up to them would be a better citizen, a better man to himself and a better husband in his family. If there was any man who ought to be sober it was the fireman, and with this broad foundation the Order was bound to succeed.

WM. HUGO.

Mayor Kercheval then introduced Mr. William Hugo, of Indianapolis, who was received with applause. He is a ready and pleasant speaker and soon claimed the attention of his audience. He said that he had not expected to address so large an audience, but was notified of that fact when he arrived from Atlanta on the afternoon train.

He had been a member of the Brotherhood ten years, and seen it pass through many ups and downs, saw it in infancy, in its prime and in prosperity. This was true more especially in the north, but now it was beginning to spread in the south, and Lodges were being organized in every railroad center. He had met with a hearty reception in Atlanta and in the south. He dispensed dues and assessments, and knew the workings of the Order. His Lodge was reorganized four years ago with seven members; now it numbered 150, all of whom did their duty. The organization had dispensed \$500,000 in deaths and disabilities to the homes of the bereaved. When disabled a man is dead to the organization, and they pay him \$1.500. He pays no dues nor assessments, but is assisted right along. In the past three months, the last quarter, the Grand Lodge had paid \$79,400. His Lodge had paid \$836. The principles of the Order make a man a better citizen to the government and better in every way. The ladies had done nobly, and have contributed their share to encourage and uphold members.

HON. ELI T. MORRIS.

Hon. Eli T. Morris then spoke as follows:

Mr. Chairman and gentlemen of the convention, gentlemen of the Brotherhood of Locomotive Firemen and ladies and gentlemen: Mr. Chairman, allow me to thank you and through you the Brotherhood of Locomotive Firemen for the privilege of being present, participating in the exercises of the evening. I esteem it an honor, and be assured your remembrance of me awakens a gratitude which I can but faintly express. The gates of our city have been thrown wide, wide open and you have been welcomed by our mayor, the Hon. Thos. A. Kercheval. The purpose of your Brotherhood understood, all classes of men will unite in bidding you God-speed. The Brotherhood having been founded so late as January, 1873, at Port Jervis, N. Y., by a small band of earnest men, already has 306 Lodges to bear testimony to its unparalleled growth and 16,000 brave hearts answering to roll-call. Such rapid growth in secret organizations is almost without a parallel, and the mere statement of the fact carries with it the overwhelming proof that there is something taught by your example which exerts a most wonderful influence over men. Your aim is to effect a unity of locomotive firemen and elevate them to a higher social, moral and intellectual standard. There is strength in union and power in organization, as demonstrated by the late strikers, to promote their general welfare, to protect their families; last, but by no means least, benevolence is the principal object of your existence. Is the world longer startled at your influence? Are men longer astounded at your rapid growth and universal popularity? Nay, verily. Who are these men who have laid the groundwork of this most wonderful Brotherhood which stands as a monument more lasting than marble commemorating the memory of those strong, brave hearts who conceived its organization? They do not come from the bank or the counting-room, from the plantation or the insurance office; they are not retired capitalists; they are not politicians; they have always been and are now, members of that class who earn their bread in the sweat of their brows. They are wage-men recognizing the impressive truth, "there is strength in union," have determined to unite their lives, earnings and abilities for the elevation and amelioration of their own particular class—laudable undertaking. God speed you in your struggles. With 306 Lodges and 16,000 members you have just cause for congratulations. In your nomenclature there is no such word as fail, the Rubicon has been crossed, opposition has been put to shame, your efforts have been crowned with success; you can cry hosanna, the victory is won.

The Locomotive Firemen is no longer a prospective enterprise, but a fixed, an accomplished success,

which will be perpetuated through the ages to come by the same earnest zeal which conceived Christians, and to-day makes strong that noble band of brothers. No fraternal organization in the land can boast so many substantial elements of true, worthy prosperity and lasting permanence. Obstacles overcome, success attained your membership, but attest that you have already reached a more elevated plane of usefulness. The courage which succeeded, redoubled by success, should go on with the glorious work, attesting by its daily example the blessings of your noble Brotherhood and work out in the coming future a grand renown, such as angels would love to record. The number of your Lodges and multiplied membership naturally attracts public attention, but that which is to give you a page in universal history and make you famous in song is not yet told. The very name of your Brotherhood carries with it danger, and many and oft is the time when your brave comrades go down to bitter death at the post of duty. Then that benevolence, which is the great grand cornerstone of your Order, calls the strong, sturdy Brotherhood around the scene of death, and from out the rubbish of a terrible wreck you take up the mangled and mutilated form of your dead brother and bear him away to the silence of some quiet churchyard—leave him asleep underneath a weeping willow. The sad rites performed, see these great stalwart men put their great, brawny arms down underneath the bereaved and broken-hearted, lift them up out of the gloom and despair of the grave, and put their great right hands down into their pockets and give of their sweat and blood that with which to buy food and raiment and to procure shelter for the widow and the orphan. This principle of your great Brotherhood is the monument of its glory and renown, whose spire pierces the very dome of heaven, down whose shaft all the angels send their beaming smiles to drive out the gloom which shadows the hearthstone of the poor lone widow. 'Tis this principle which makes men akin to God; 'tis this principle which has crowned your heads with the victor's wreath; 'tis this principle which brings teeming in upon you the universal acclaim of the civilized world. Live on! and may the accomplishments of the past be out-stripped exceedingly far by the resplendent glories of the future.

E. V. DEBS.

E. V. Debs was then introduced and made one of the most beautiful and finished addresses. His person and voice made an agreeable impression, and he won many friends both for himself and the Order. He returned sincere thanks for the cordiality of his reception, and felt flattered at being welcomed in such an elegant manner. He represented the Firemen of North America, an organization doing as much for the laboring men of the country as any other. Twelve years ago twelve men organized the first Lodge, and since then there has been a steady growth, their correct principles winning them members everywhere, and there were now 16,000 keeping step to the music of the prosperity of the organization. The object is to give to employers more reliable and competent workmen, and to make the Firemen the peer, morally and intellectually of the best of men. Already a change had taken place. A man was not estimated by the coat he wore, but by the character he bears, and he is weighed in the balance of true manhood. The Order desires to make their members so trustworthy that they will possess the absolute confidence of their employers and the esteem of all citizens. He wanted everybody to know them, and every fireman to be able to hold up his head and be known as a gentleman everywhere. He felt deeply indebted to the Brotherhood of Locomotive Engineers for a thousand courtesies, and desired to thank them ever, and hoped they would never regret their friendship. One of the principles of the Order was Sobriety. In their business there must be nothing short of absolute sobriety, otherwise they had no right to the custody of the lives and property of thousands. You have often heard of accidents by misplaced switches; none ever from a drunken engineer or fireman. There was talk of the irrepressible conflict between capital and labor. Labor and capital must go hand in hand. Capital should give a fair day's wages for a fair day's work and labor should give an honest day's work for an

honest day's wages. When they stand together, side by side, there could be no conflict, no strife, no strikes. There was everything in understanding each other. They alleviated in distress, and whether a man was picked out of a wreck or died in his home, they extended to him help. One-half million dollars had been given as evidences of their charity. The widow and orphan were given comfort and a home. The public were in sympathy with them and interested in their work. They were indebted to the mothers, wives, sisters and even sweethearts for aid and inspiration to a higher moral, social and intellectual stand. It was a woman's nature to encourage a manly man in a man's duty. In their perilous calling there was required more than a soldier's courage, who was spurred up by sife and drum. If such sacrifices are not godly, then he knew not what it was. We will all see the time when there is no conflict between labor and capital. The badge of membership of their Order is a certificate of good character everywhere. Mr. Debs thanked them for their reception and retired amid a storm of applause.

JUDGE ED. BAXTER.

Judge Ed Baxter said he was a railroad man and a laboring man; if he had to be arrayed on either side he could certainly not be called a capitalist. He had had twenty years service with the railroad, but he was not called upon to do the deeds of daring and courage these men had to do. Think of the courage required on such a night as last night on Lookout Mountain. The courage of the soldier was buoyed up by companionship—by the music and emulation; if left alone to face the storm of battle singly he would doubtless run like a turkey. The engineer don't have light enough to cast a beam twenty feet ahead of him, and to face such dangers he would say the Knight of the Footboard displays more courage and manhood than the Knights of the Crusades. It is a sense of duty. He expects no commission, no honors or emoluments, and is not actuated by the paltry \$4 or \$5 a day he receives. He can not be made a brigadier, nor ever desire to be president. It is that true spirit of courage and senses of devotion that I have seen proved a thousand times in my connection with the railroad. Whenever there is an accident he immediately telegraphs for all the particulars to be taken down in writing, testimony from the employees, the passengers, the citizens, whether the information be for or against the road, but the truth, the whole truth, and nothing but the truth. With pleasure he stated that he had never had proof that any accident was due to the fireman. He could not recall a case on record of dereliction of duty, not one case of drunkenness, insubordination or cowardice. Within sound of where he stood the railroad whistle could be heard where two brave men met their death. The engineer with his hand on the throttle, the fireman at his side.

The kind acts done by the Order to one another would raise them in all estimation if no other good result was obtained. The two members who had spoken to-night were an honor to their Order. He had never heard their speeches excelled, not even in the house of congress or elsewhere. Gentlemen not called to speak and yet fully able to speak in behalf of their Order and to bring credit to them. Judge Baxter here related that he recalled one accident when the fireman was blamed for an accident, when an excellent farmer lost two valuable oxen. Just before they reached the team the fireman saw a pretty girl on the roadside and in taking a prolonged gaze at so much beauty they ran into the team and demolished it. He didn't blame him. He was trying to be fireman to a little stationary engine of which his son was engineer, and if he saw a pretty girl he thinks he would throw in the shovel and let the coal fall outside. He was not much of a fireman any way.

JUDGE J. L. WATT.

Judge J. L. Watt was then called up from the assemblage and made a few happy remarks, cutting them short to allow the young people to proceed with the dancing.

After the addresses were concluded, the chairs filling the auditorium and which were occupied by a large company, were cleared away to the sides of

the room and the dance was inaugurated to continue until a late hour. The many young ladies present looked very pretty in their toilettes of white and other gayer colors, and with the gallant beaux present spent a most agreeable evening.

The floor cards were gotten up in a very tasteful manner, in two different styles, each bearing a landscape in which the railroad track and moving engine bear a conspicuous part, and at the top the initials "B. L. E." The order of the dance was as follows: Grand march and waltz, quadrille, schottische, lancers, waltz, quadrille, polka, quadrille, waltz, schottische, quadrille, waltz, quadrille, racquet, waltz, quadrille, polka, lancers, waltz, quadrille, schottische, quadrille mazourka, waltz, Virginia reel.

The floor committee were, Hill Harvey, chairman, F. K. Powell, H. B. Pyle, John Sullivan, H. H. Litty. The committee of arrangements were, E. P. Bishop, Jr., chairman, J. W. Sullivan and M. N. Tindall.

An oyster supper was served in the lower rooms. On the following morning a meeting was held with closed doors in the hall of W. H. Thomas Lodge No. 159, which was well attended. Bro. E. P. Bishop, Jr., presided. The work of the Order was exemplified and all points of interest to members were thoroughly discussed. The meeting was fruitful of good results.

PITTSBURG, PA.

A Union meeting of the Lodges of Pittsburgh and Allegheny was held on Sunday, February 28, under the auspices of the Lodges of Pittsburgh and Allegheny at the hall of No. 218.

The hall was well filled at 2 o'clock p. m., when the meeting was called to order with Bro. R. Beeson in the chair, who ably presided over the deliberations of the meeting and also delivered an address in which he spoke long and forcibly on the general welfare of our Order. He spoke with marked effect on the duties of membership, and appealed to all present to become active workers in the noble cause in which we are engaged.

Bro. A. T. Richey, of No. 218, then took the floor and followed with a speech on the benefits and general welfare of the B. of L. F., which was of marked interest to us all, after which Bro. R. H. Scott, of No. 235, addressed the meeting and proved by his speech to be an ardent supporter as well as an earnest worker for the cause of the B. of L. F.

The next speaker was Brother Dougherty, of No. 219, who also proved himself to be a true and sincere Brotherhood man by his splendid views which he so forcibly expressed. He was followed by other good speakers, and when the time came for adjournment, all expressed themselves as well pleased with the Union meeting and hoped it would be repeated at an early day.

ST. LOUIS, MO.

On Sunday, March 14, Grand Master Sargent held a Union meeting with Industrial Lodge No. 21. The meeting was called to order at 9:30 A. M. by the Master, Bro. A. Williams, who called the Grand Master to the Chair. When the regular business had been dispensed with, debate for the good of the Order was taken up and all the important questions of the hour were discussed.

The following brothers addressed the meeting in an able manner, and were listened to with the utmost interest by the thirty-five members present: Bro. Bell, of No. 6; Bros. Fischer, Hackett and Dubuque, of No. 109; Bros. Brantner and Mahoney, of No. 298, and many others whose names we fail to recall.

The meeting was a success in every particular. No. 21 is doing good work under her present corps of efficient officers, and the members are all taking great interest in the welfare of the Lodge. The meetings are well attended and the worthy Master feels greatly encouraged. Bro. Murphy, as the Financier, is getting things in a good financial condition, and it will not be many months before No. 21 will be one of our leading Lodges.

Sunday evening, March 14, Grand Master Sargent met with Glencoe Lodge No. 298. Members of Nos. 21, 44 and 109 being invited, there was a large delegation present, over eighty members being in attendance. No. 78, of Sedalia, was represented by Bros. Rucker, Goodwin and Pike. The meeting was called

to order at 7:30 P. M. by Bro. H. C. Wheat, Master of No. 298, who called the Grand Master to the Chair. The regular business of the Lodge was dispensed with, and the entire time was devoted to the discussion of questions relating to the Order. Sterling addresses were made by Bros. Rucker, Goodwin and Pike, of No. 78; Bro. Fischer, of 109, and Bros. Brantner and Wheat, of 298, while many others made short talks in behalf of the Brotherhood. The meeting throughout was full of interest, and all the speakers received rounds of applause. Our Brotherhood at St. Louis is well represented, and all the Lodges are in excellent condition. The officers are men of ability, and properly enforce the laws of the Order.

No. 298 has grown rapidly, and all her members take great interest in the work of the Order.

This was one of the most entertaining meetings that we have yet attended.

NOTES.

Bro. Straufing, and other active members of No. 236, were with us at Atlanta, and took part in the meeting.

Judge J. L. Watt, of Nashville, made the boys a very happy little speech, which was heartily appreciated.

We were kindly treated by our Atlanta brethren, and will not soon forget our pleasant sojourn among them.

The address of Hon. J. T. Cooper, of Atlanta, contained many fine points and was listened to with marked attention.

We met Bros. J. H. Fenwich, Wm. H. Hawkins and others, of No. 100, at Nashville, all royal good fellows and true Brotherhood men.

We had the pleasure of meeting members of all our Georgia Lodges, and regret that we have not the space to mention them personally.

The ladies of the R. R. Y. M. C. A. of Atlanta contributed handsomely to the success of the reception for which they have our warmest thanks.

To the committee of arrangements at Nashville, and to the members generally, we acknowledge our profound thanks for courteous treatment received at their hands.

The social hop that followed the Nashville meeting was a very pleasant affair. Sturdy manhood and fair beauty tripped the light fantastic to the strains of delightful music.

Serious disappointment was experienced at Atlanta and Nashville in consequence of the unavoidable absence of Grand Master Sargent and Grand Organizer Hannahan.

Among the hardest workers for the Nashville meeting was Bro. J. L. Curren. He spared no efforts to make the meeting a success and his services are fully appreciated by all.

The ride from Chattanooga to Nashville was made exceedingly pleasant in company with Bros. Branch and Cahill, of 298. They are two of a kind and sound Brotherhood men.

One of the cleverest little fellows we met was Bro. Smith, of No. 268, who fires a passenger engine on the N. C. & St. L. He is a whole-souled companion and a perfect gentleman.

We had the pleasure of meeting Bro. N. S. Outler, Master of No. 248, whom our delegates at the Philadelphia Convention will remember as one of the active members of that body.

Horace Waters, of 247, is one of the most active members of his Lodge. Bro. Waters' mother is spoken of as a sincere friend of the Brotherhood, always assisting its members by all the means in her power.

Wm. Hugo, of No. 14, distinguished himself at Atlanta and Nashville by his masterly address. He spoke with telling effect and his efforts were complimented on all sides. Billy is getting to be quite an orator.

The courtesy of Mr. W. P. Pike, M. M., Mr. H. Hardie, Foreman, and Mr. T. J. Parrish, of the L. & N., and Mr. Cullew, M. M., and Mr. Mike Wren, M. of T. of the N. C. & St. L. in loaning headlight, shovels, picks, granting passes, etc., for the Nashville meeting is gratefully acknowledged. These gentlemen, by their kindness have placed us under lasting obligations to them.

For a doorkeeper who will admit no dead-heads, not even a Grand officer, give us Bro. McMurray, of 159. To a Grand officer who sought to pass him at the door he said: "show up or take a walk." Bro. McMurray is a good one.

E. P. Bishop, Jr., the able young Financier, of 159, is a whole host in himself. He is a Brotherhood man from the crown of his head to the soul of his feet. His popularity in Nashville is highly creditable to himself and the Order.

His Honor, Mayor Kercheval, presided at our Nashville meeting with grace and dignity. His address was very felicitous and elicited much favorable comment among the "boys." In Mayor Kercheval, our members at Nashville have a warm friend.

We commend the address of Hon. Eli T. Morris, which is given elsewhere in full, to the careful study of our members. It is in all regards one of the most finished addresses ever delivered before our Order. Mr. Morris is one of the brightest young attorneys at the Nashville bar, and is a candidate for Attorney General of Tennessee. He has hosts of friends among our members who wish him well.

His Honor, Mayor Hillyer, of Atlanta, is one of the most pleasing and agreeable gentlemen it has ever been our good fortune to meet. He is a gentleman of literary culture and fine attainments. In his address to our members he complimented the Brotherhood in the highest terms, and coming from such a man we have reason to feel proud. Mayor Hillyer made many friends among our members.

Joe S. Wheeler and Harry Keler, who worked so earnestly in the interest of our Atlanta meeting, have our warm and sincere thanks for their services. Two better Brotherhood men can not be found. They are true representatives of our Order and we pride ourselves in holding up their work. Both are members of long standing, both have been weighed in the balance again and again, but never have been found wanting. They are a credit to their calling and an honor to our Order.

The address of Judge Baxter, who is leading counsel of the L. & N. for the State of Tennessee, was the happiest effort of the evening. He paid the Order and its members glowing tributes of respect, and interspersed his speech with frequent humorous sallies which kept the audience in the happiest mood. Judge Baxter is a gentleman of rare legal abilities, coupled with an intimate knowledge of railroad men, having had twenty years experience as railroad attorney. We shall long remember his eloquent tribute to knights of the throttle and scoop.

The "New Working World" of Atlanta, official organ of the K. of L., thus closes its report of our meeting in that city: "Undoubtedly the bonds and ties of this noble Brotherhood were strengthened. Much valuable information and instruction were given the public. We think we express the wish of all present when we say: Locomotive Firemen, come again and give us another such a meeting. We cannot refrain from referring to the spirit of reverence to God and the day which so characteristically marked all that was said and done. It must have been apparent to all that nothing but good to our fellow-man and the glory of God could come from such a meeting. Why not have more of them under the auspices of organized labor?"

We are under the greatest obligation to Mr. W. R. Bosard, Secretary of the R. R. Y. M. C. A., at Atlanta, who did everything in his power to contribute to the success of our meeting. Mr. Bosard is an exceedingly courteous and obliging gentleman and specially adapted to the work in which he is engaged. The R. R. Y. M. C. A., under Mr. Bosard's management offers great inducements to railroad men. Its reading rooms are open to all and a more pleasant place for railroad men to spend a leisure hour could not be found. Mr. Bosard contemplates adding other commendable features to the society, improving its rooms, and giving increased comfort and convenience to the visitors. Mr. Bosard, assisted by his amiable wife, are thoroughly interested in the well-being of railroad men and are laboring with commendable zeal for their social and moral advancement.

Articles of Agreement.

We are in receipt of a copy of the Articles of Agreement between the officers, engineers and firemen of the Ohio & Mississippi Railway, which took effect March 1st, and seems to give general satisfaction. The full text of the agreement is as follows:

EXTRAS.

1. In all cases of turn rounds of freight trains, including such places as are not terminals of runs, an extra allowance shall be made over and above the schedule mileage, for a basis of extra pay, (but engines shall not be credited with extra mileage.) This extra mileage shall be twenty miles over and above the schedule, and will be allowed when turning at North Vernon, Cochran, or elsewhere as may be determined upon. Same allowance will also be given on account of detention at a junction point, when making a continuous trip from Main Line to Branch, or from Branch to Main Line. In case of East St. Louis and Lebanon trip, on what is known as "coal train," (requiring local work either or both ways), double mileage will be allowed.
2. For forty-five miles or less, engineers and firemen will be allowed forty-five miles, but only actual mileage credited to the engine.
3. Engineers and firemen dead-heading over the road per orders, shall be allowed road mileage for the distance traveled.
4. Engineers called from duty on Company business are to be paid \$3.50 per day.
5. Promoted firemen to be eligible to full pay of freight engineers after one year's service as engineer, and to be paid when promoted. Three cents per mile during first six months. Three and a half cents per mile during second six months.
6. Engineers and firemen in the same service, to be entitled to the above extras.
7. The rating of engines and avoiding delays on Moor's Hill on account of doubling, to be determined within thirty days from the date of this agreement.

SPRINGFIELD DIVISION.

8. In case of delay to road engines at Springfield (on account of switching) of more than one hour, a constructive mileage of eight miles per hour for each hour over and above the one hour, will be allowed to engine, engineer and firemen.
9. Engine, engineer and fireman will be allowed extra mileage run for water when obliged to cut loose from trains on account of long distance between water stations, or from other cause, when proven that such extra mileage was unavoidable.
10. No engineer shall be discharged without a hearing, when he shall be given an opportunity of fully presenting his case, and shall have the privilege of calling in witnesses to testify in his behalf. The case shall be heard before the Master of Rolling Stock or Master of Transportation, together with the Superintendent, and upon the evidence then given, the verdict shall be rendered by parties hearing the same, and within a reasonable time. The verdict so rendered shall be final between all parties.
11. In cases of suspension, either by Master of Rolling Stock on account of manner of handling engine, or for other cause over which the Master of Rolling Stock has control; or by Master of Transportation, for dereliction of duty in the Transportation Department, an engineer shall have the privilege of stating his case in writing to the proper party, and if not satisfied with his verdict, shall be granted the privilege of appealing to the Superintendent and General Manager.
12. When, in case of appeal to the Superintendent and General Manager it shall be found that an engineer has been unjustly suspended, he shall be reinstated at once, and paid one-half of the time he would have made on his engine during such suspension.
13. Fines will not be imposed on engineers for loss or breakage of tools, damage to rolling stock, or for killing stock, but suspension or discharge, ac-

according to the verdict rendered, will be the method of discipline used.

14. Rights to regular engines or runs to be governed by seniority and capacity in road service, providing record otherwise is good.

15. The list of extra engineers shall not be increased by the addition of new men, as long as extra men can do the work and make reasonable wages. A monthly statement (from pay rolls) of wages made by extra men, governing such cases.

16. The Company recognizes the justice in engineers appearing in committee for settling grievances: and discipline shall not be prejudiced on account of same.

17. A copy of foregoing rules shall be duly posted for information of engineers and firemen, and a copy of the same kept by the Master of Transportation and Master of Rolling Stock for reference.

18. Above agreement shall be recognized in good faith on the part of the O. & M. Railway Company, and its engineers and firemen.

W. W. PEABODY, C. C. F. BENT.
 Prest. and Gen'l Manager. Superintendent.

WM. N. COX,
 J. C. VANHORN,
 FRANK WILSON,
 JNO. A. ROSS,
 GEO. APGAR,
 M. M. CADDEN,
 FRANK LANCASTER,
 J. G. PPIEC,
 GEO. GARDINER,
 R. E. WELLER } Committee.

WM. N. COX, J. C. VANHORN,
 Chairman. Secretary.

Resolutions.

THE DALLES, OREGON, March 1, 1886.

At a regular meeting of Mt. Hood Lodge No. 107, B. of L. F., the following preamble and resolutions were adopted:

WHEREAS, it has pleased our Supreme Ruler to remove from our midst our esteemed Bro. Charles Elks, who lost his life in the discharge of his duties as engineer at Wallula, W. T., January 21. Therefore, be it

Resolved, That in the death of Bro. Elks, our Order has lost an esteemed and worthy member; the railroad company a steady, sober and trustworthy employee; his bereaved relatives a dutiful son and brother.

Resolved, That we tender our most heartfelt sympathy to the family of our deceased brother, and that as a token of respect we drape our charter in mourning for the space of thirty (30) days, and that a copy of these resolutions be forwarded to his bereaved relatives, a copy entered in the minutes and published in the Magazine.

GEO. POWELL,
 B. F. FITZPATRICK, } Committee.
 GEO. B. LEACH,

NORTH PLATTE, NEBR., Feb. 7, 1886.

At a special meeting of Elkhorn Lodge No. 28, B. of L. F., held on the above date, the following resolutions were adopted:

WHEREAS, it has pleased the Divine Ruler of the Universe to cut down in the prime of life, a most worthy member of our Order, the Master of our Lodge, therefore be it

Resolved, That the sympathy of this Lodge be, and is hereby extended to the sorrowing wife, relatives and friends of our deceased brother.

Resolved, That by the death of Bro. Geo. W. Barnes, his wife has lost a loving husband, the Brotherhood a valuable member, and his fellow firemen a true and sympathetic friend.

Resolved, That out of respect to the memory of the deceased, we drape our charter in mourning thirty days, and that a copy of these resolution be printed in the North Platte papers, and the Locomotive Firemen's Magazine.

P. H. SULLIVAN,
 A. STRUTHERS, } Committee.
 D. CONGDON,
 G. Y. CANDISH,
 W. J. CRONIN.

DETROIT, MICH., Feb. 27th, 1886.

At a regular meeting of Standard Lodge No. 158, B. of L. F., held Jan. 24th, 1886, the following resolutions were adopted:

Resolved, That we do hereby tender a vote of thanks to the following parties for favors and courtesies so kindly extended to us at the third annual ball given by the members of our lodge at Harmonia Hall on January 24th:

We first extend our heartfelt thanks to Mr. R. P. Baillie, of the mechanical department of the D. G. H. & M. Ry., for his kind assistance and expressions of good will for the Brotherhood.

Also to Mr. T. J. Charlesworth, Superintendent of the Detroit division of the L. S. & M. S. Ry., for favors received.

We also wish to thank Mrs. T. Teahan and the following gentlemen, for the loan of material with which to decorate our hall: C. R. Mabley & Co., Larnard & Carter, George Duffice, F. Bittman, H. Dennis and W. J. Ferguson.

Resolved, That a copy of these resolutions be sent to the Magazine for publication, and that they be spread on the minutes of the meeting. Also that a copy of the Magazine be sent to each of the above named persons.

JOSEPH NOPPER,
 EDW. HEIDENVICH, } Committee.
 WILLIAM HAMLIN,

MOBERLY, MO., Feb. 27, 1886.

At a regular meeting of Anchor Lodge No. 54, B. of L. F., the following preamble and resolutions, expressing our sorrow at the death of our late brother S. C. B. Hurdeman, were adopted:

WHEREAS, The Almighty has, in his infinite wisdom, seen fit to call home our beloved and highly esteemed brother, S. C. B. Hurdeman, who died of typhoid malarial fever, after an illness of a few days, on the 7th of February, therefore be it

Resolved, That by the death of Bro. Hurdeman, this Lodge loses a friend and brother who was always active and zealous in his efforts for the good and welfare of his Lodge. As a brother fireman, he was always ready and willing to help the needy and distressed, and prompt to advance the interest of the Order. He was an honest, upright man, whose many virtues endeared him not only to the firemen, but to all who knew him.

Resolved, That we extend our heartfelt sympathy to his grief-stricken relatives and friends, and we would direct them to God, who will comfort and aid them.

Resolved, That a vote of thanks be tendered to Mrs. Sutton, who so kindly assisted us in caring for Bro. Hurdeman. Also to Mrs. Foster for making arrangements for the funeral, and to the Rev. Mr. Gray who officiated at the burial.

Resolved, That while we bow in humble submission to God's will, we hope to so conduct ourselves that when we are called to that home above, we may be prepared to render our account.

Resolved, That as a tribute of respect to the memory of our deceased brother, we drape our charter in mourning for the space of thirty days and that a copy of these resolutions be forwarded to the bereaved family and the Magazine for publication.

L. T. BURTON,
 W. H. KANE, } Committee.
 BEN. MCCLELLAND.

LAS VEGAS, NEW MEX., Feb. 15, 1886.

At a regular meeting of Montezuma Lodge No. 204, B. of L. F. held Jan. 7th, the following resolutions were adopted:

WHEREAS, It having pleased our Heavenly Father in His infinite wisdom to call from our midst our esteemed Brother, James Sutfin.

WHEREAS, In the death of our brother, No. 204 has lost one of its best members and the Brotherhood a true and worthy brother, therefore be it

Resolved, That while we recognize the supremacy of, and bow submissively to the all wise Providence, it is with sincere regret that we part with Bro. Sutfin, and mourn with those who mourn.

Resolved, That, guided by the power of love, we extend to the bereaved parents and relatives of our worthy brother, our heartfelt sympathy in this their

hour of trouble, and commend them to the care of Him who alone consoleth and healeth the wounded heart.

Resolved, That as a token of respect to our beloved brother, we drape the charter of our Lodge for a space of thirty days, and that a copy of these resolutions be presented to his parents, and also be published in the Firemen's Magazine, also papers of Las Vegas.

JAMES C. SHARP, }
A. W. SCHUSTER, } Committee.
W. R. HYNES. }

SAVANNAH, GA., March 8, 1886.

At a regular meeting of George Lodge No. 245 B. of L. F., held February 4, the following resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler of the universe, to remove from our midst our Warden, Bro. H. B. Cochran, who died in Atlanta, Ga., January 26th, and

WHEREAS, The relations held by our deceased brother with the members of this Lodge render it proper that we place on record our appreciation of his merits. Therefore be it

Resolved, That while we bow in humble submission to the Divine Master's will, we none the less mourn the loss of a true friend and worthy brother;

Resolved, That the Order has lost a devoted member; the Central Railroad a steady, sober and trustworthy employe; the grief-stricken wife a loving, kind, and devoted husband, and the community a model man.

Resolved, That we tender the members of Kennebec Lodge No. 247, our thanks for their untiring attention to him; also to Bro. Harry Keler, of Fargo Lodge No. 85, and to other members of the Order who visited him during his last illness; that the heartfelt sympathy of each and every member be tendered to the young wife;

Resolved That as a token of respect and esteem, for our departed brother, our Charter be draped in mourning for thirty days and a copy of these resolutions sent to the widow, and to the Magazine for publication.

S. BOINEAU, }
A. HULTON, } Committee.
T. J. WINN. }

SUSQUEHANNA, PA., Feb. 12, 1886.

At a regular meeting of Keystone Lodge, No. 208, held Tuesday evening, Feb. 9, the following resolutions were adopted:

WHEREAS, Many favors have been shown us in our second annual ball, held in the opera house in this place, on Friday evening, January 29th, be it therefore

Resolved, That the thanks of Keystone Lodge No. 208, B. of L. F., be extended to the following named gentlemen: Superintendent of Motive Power, R. I. Soule; Master Mechanic V. Blackburn, General Foreman Joseph Moore, Foreman J. H. Findon, Foreman J. H. Robinson, Station Agent C. E. Evans, Division Superintendents R. B. Cable, W. J. Murphy and E. Van Etten, Superintendent Mitchell, of the U. S. Express Co.; Engineers C. A. Jurisch, H. Kingsley and Wm. Eastwood, Mr. Fred Wright, Mr. O. Falkenbury, the officers and members of the G. A. R., Mr. P. Stoddard, Mr. P. Madden, Mr. B. Sabin. Also, to the wife of our Master Mechanic, Mrs. V. Blackburn, for the beautiful assortment of pictures loaned to us on that occasion; and to the wives of the brothers who made the wreaths and helped to decorate the hall; to Mr. Kleese, the genial and whole-souled gentleman who had charge of the electricity on that occasion; to Mr. Brown, the always pleasant inspector of the telegraph line; and last but not least, Mr. G. H. Fordyce, of Port Jervis, who did some first class work for the boys; and to all others who favored us we extend our thanks. We also desire to thank our friends for their kind patronage, and we shall always endeavor to so live and conduct ourselves that we may at all times merit their respect and esteem.

J. J. LANNAN, }
FRANK DELANEY, } Committee.
C. A. ALLEN. }

Letters of Thanks.

LITTLE ROCK, ARK., Feb. 15, 1886.

To the Officers and Delegates to the Twelfth Annual Convention:

DEAR SIRS AND BROS: Please accept my kind thanks for the (\$500.00) five hundred dollars donated to me at the Philadelphia convention, and may God bless every member of our Brotherhood. I remain

Very truly yours,
F. F. SMITH.

NEWCASTLE, N. B., January 12, 1886.

To the Officers and Members Brotherhood of the Locomotive Firemen:

GENTLEMEN: I beg to acknowledge receipt of the sum of \$1500.00 in full of policy held by my late son, John C. Dalton, at the hands of W. Bastin, Esq., of Sugar Loaf Lodge No. 144. Please accept my sincere thanks for the great kindness and attention shown to me on the sad occasion.

Yours truly,
ANN DALTON.

SALIDA, COLO., Feb. 8, 1886.

To the Officers and Members of Mt. Ouray Lodge No. 140, B. of L. F.:

SIRS AND BROTHERS: I desire to return to you my sincere and heartfelt thanks for the financial aid your grand organization has rendered me, and for the friendly manner in which it has been given me. Hoping that none of you will ever be so unfortunate as I have been, and hoping that I may ever prove true to the teachings of this grand Order, I again thank you on behalf of my dear wife and little ones.

Yours in B. S. and I,
H. J. BRADFORD.

MEMPHIS, TENN., Feb. 15, 1886.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I desire through your worthy Magazine, to acknowledge the receipt of \$1,500.00, I received of Wm. Kane, Financier of Sunset Lodge, No. 177, Marshall, Texas, in full of insurance policy of my son, Edward Scott, who died at Marshall, Oct. 3, 1885. Permit me to extend my heartfelt thanks to the Brotherhood, especially to the officers and members of Sunset Lodge No. 177, and also the good Sisters of Charity for their kindness in taking care of my son when sick, and to the Lodge for sending a brother with his remains to me in a beautiful casket, all of which I pray God to reward them for. Again permit me to express the hope that prosperity may attend the Brotherhood, and may it long continue a blessing to the members and their families, is the wish of

CATHARINE SCOTT.

ATLANTA, GA., Feb. 10, 1886.

To the Members of Kennebec Lodge No. 247:

MY DEAR FRIENDS: I desire to express to you through the medium of this letter, my sincere thanks and heart-felt gratitude for the many deeds of kindness shown myself and husband, the late Henry B. Cochran during his last illness, and for sympathy and many little kindnesses since my bereavement.

Words are quite inadequate to express the real gratitude I feel for the interest in and for my husband during the long period of his confinement and almost unparalleled suffering. I feel that none but those he understood so well and loved so devotedly as he did the entire Brotherhood, could have been the stay to him and myself as you were.

I shall ever during life, remember with hallowed recollections and sentiments words are quite inadequate to express. May the blessings of God rest upon each and every member of the Brotherhood of Locomotive Firemen.

Your sincere friend,
BEULAH COCHRAN.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen of North America, and will contain all Notices of Assessments and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

APRIL, 1886.

Expulsions.

The following expulsions have been reported for the month of March:

Lodge.	NAMES.	Lodge.	NAMES.
2	G. Stoddard.	125	W. Mayne.
2H.	S. Lawton.	126	A. E. Kearney.†
3	John Gallagher.	127	R. Phipps.
4	J. F. Mahoney.	127	R. McNeil.
6	H. Grant.	128	C. H. Burrell.
6W.	Burke.	128	E. R. Kelly.
6A.	Platt.	128	T. Williams.
6	Paul B. Poepping.	130	J. F. Duggan.†
9	J. W. Rinehart.	131	T. H. Conoughton.
9	Wm. Shellhammer.	131	G. A. Fleurey.
12	Philo Krull.††	131	J. N. Reynolds.
16	E. E. Dearman.††	133	F. E. Palmer.
18	John Bell.	135	Wm. Perkins.
18	F. A. Caron.	135	A. W. Derr.
20	J. E. Lehman.	145	W. F. McQueney.
23	Geo. Hubbard.	145	Wm. Laird.
24	Wm. Heard.	147	J. J. Easley.
25	G. Kartack.	150	A. Baker.
27	S. Ewing.	151	R. Lee.
28	W. K. Boyd.‡	153	D. Mack.
33	W. Brownfield.	153	L. E. Lester.
35	F. S. Carey.	154	E. E. Webb.†
35	E. Grabon.	156	F. M. Ward.
35	G. M. Edwards.	156	A. M. Burger.
35	J. E. Tusant.	157	F. P. Black.
35	J. B. Stewart.	158	Wm. Noble.
35	O. Springer.	158	J. M. Smith.
35	H. J. Hale.	159	T. Phillips.
35	H. D. Hale.	160	G. S. Howden.
43	B. F. Watson.	162	E. E. Collins.
51	J. N. Clift.	165	Wm. Hansen.
52	J. J. Connors.	165	H. McGuire.
56	D. Roach.	165	J. W. Poffenberger.
61	G. Gardner.	165	J. P. Mooney.
61	S. Cook.	166	D. H. Fenton.†
61	O. Chase.	169	W. H. Perry.
61	L. Mulcare.	169	D. A. Smith.
61	P. H. Murphy.	169	G. R. Sanders.
61	A. Lillyman.	174	F. Nichols.
61	M. J. Laughlin.	178	B. Dangerfield.
61	J. J. Spellman.	178	E. H. Phillips.
62	P. W. Johnson.	179	F. M. McDonald.
62	R. Germon.	182	E. A. Brown.
62	P. Hagler.	182	W. H. O'Brien.
67	T. Bond.	182	H. Swartsburger.
73	G. H. Chapin.	182	J. F. Hunt.
74	E. Murray.	188	Wm. McPhee.
74	O. F. Wilcox.	185	H. Moore.
75	E. S. Vaughn.†	197	John Riley.
83	A. Quimby.	200	J. W. Vesey.
83	O. P. Williams.	208	Dan Regan.
97	C. E. Boyett.‡	209	J. Sullivan.
100	Jas. W. Hamby.	211	Wm. Gosner.††
100	A. J. Weller.	212	Geo. Topley.
100	W. Kelly.	212	H. E. Baker.
118	E. Atkinson.	212	Wm. Fletcher.
118	J. Caughlin.	216	C. Smith.
123	P. Lynn.	217	P. Moore.

Expulsions.—Continued.

Lodge.	NAMES.	Lodge.	NAMES.
216	J. McCullough.	247	J. C. Dobbins.
218	R. Robertson.	254	W. J. Gregor.
219	W. J. Barnes.	256	J. Smith.
219	J. E. Fairley.	256	S. H. Hoffmau.
228	J. C. Gritman.	287	W. J. Boylan.
228	J. W. Ross.	287	W. T. Ryan.
235	J. B. Martz.	289	F. G. Smith.
235	H. Ford.	289	J. E. Price.
237	John Ward.	289	J. Hibner.
237	H. Preston.	289	C. H. Bruen.
242	J. Richardson.	277	L. J. Goddard.
247	N. G. Robinson.	292	L. H. Hess.
247	J. E. Oliver.	275	J. K. Anderson.

‡ Drunkenness.
† Unbecoming conduct.
† Defrauding Lodge.
†† Contempt of Lodge.
†† Embezzlement.
All not marked, for non-payment.

Reinstatements.

The following reinstatements have been reported for the month of March:

Lodge.	NAMES.	Lodge.	NAMES.
20	E. Morgan.	106	G. B. Uncapher.
21	H. Eighner.	132	T. R. Hackett.
43	M. Renick.	132	J. McDonald.
45	L. Hardison.	135	R. E. Fallis.
45	H. E. Raiford.	146	T. B. Whitmarsh.
49	J. Reardon.	150	R. Hartnet.
49	Amos Bufington.	162	J. Russell.
77	R. McBride.	174	G. F. Markley.
77	J. F. Broyles.	182	J. F. Hunt.
101	G. B. Sexton.	248	J. L. Isen.

Black List.

D. B. MORRISSEY.

D. B. Morrissey, late Master of New Year Lodge No. 135, has been expelled for defrauding the Lodge. He is a dead-beat, and we warn all honest men to avoid him.

E. E. WEBB.

We are authorized by McKeen Lodge, No. 154, to publish E. E. Webb, who has recently been expelled from that Lodge, as a fraud of the deepest dye. He is utterly unworthy of confidence or respect, and members of our Order are warned against him.

J. F. DUGGAN.

The following card from Guiding Star Lodge, No. 133, explains itself: J. F. Duggan, our ex-Financier, in whom we placed implicit confidence, has betrayed his trust by squandering our funds and leaving for parts unknown. If any of our members meet him they had better keep their hands on their pocket books, as he is a rank scoundrel and thief. We sympathize with his aged parents and sister, who are made to suffer through his rascality.

Notice to Contributors.

Owing to the large amount of matter we have received for publication, we have been compelled to leave out the Lodge addresses in this issue of the Magazine. A number of valuable communications have also been crowded out, which will appear as soon as space will permit. Lodge correspondents will have to bear with us until we get even again.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., April 1, 1886. }

Beneficiary Statement.

10 Subordinate Lodges:

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending March 31, 1886:

RECEIPTS.

Lodge Nos.	Back	Assessm'ts	Assessm'ts	Assessm't	TOTAL.	Lodge Nos.	Back	Assessm'ts	Assessm'ts	Assessm't	TOTAL.
		15 and 16.	17.					15 and 16.	17.		
1	\$5	\$118			\$123 00	71	\$30	\$36			\$116 00
2	8	34			42 00	72	19	144			163 00
3	128	276			404 00	73	21	78			99 00
4	51	84			135 00	74	54	102			156 00
5	1	144			145 00	75	98	320			418 00
6	43	44			87 00	76	44	56			100 00
7	35	34			69 00	77	112	124			236 00
8	62	88			150 00	78	2	200			202 00
9	33	96			129 00	79	18	82			100 00
10	37	112			149 00	80	2			\$74	76 00
11	11	230			241 00	81	154				161 00
12	83	406			549 00	82					162 00
13		180			180 00	83	15	80			95 00
14	73	238			311 00	84		158			158 00
15	10	110			120 00	85		84			84 00
16	47	244			291 00	86	38	86			124 00
17						87		56			56 00
18	38	60			98 00	88	4	52			56 00
19		64			64 00	89		74			74 00
20	12	52			64 00	90		10		5	15 00
21	51	20			71 00	91	25	38			63 00
22	18	30			48 00	92	29	28			57 00
23	93	56			149 00	93	9	120			129 00
24	66	66			132 00	94	12	64			76 00
25	65	106			171 00	95	68	88			156 00
26	27	118			145 00	96	12	84			96 00
27	42	106			148 00	97	12	88			100 00
28	2	128			130 00	98	28	30			58 00
29		90			90 00	99	10	132			142 00
30	37	48			85 00	100	22	38			60 00
31	97	78			175 00	101	177	196			373 00
32	35	48			83 00	102	2	84		42	128 00
33	7	114			121 00	103	69	172			241 00
34	4				57 00	104	35	14			49 00
35	32	38		\$53	70 00	105	2	174			176 00
36	35	104			139 00	106	4	44			48 00
37	116	114			230 00	107	35	80			115 00
38	12	132			144 00	108	4	58			62 00
39		128			128 00	109	36	108			144 00
40	11	146			157 00	110	6	54			60 00
41	9	40			49 00	111	37	26			63 00
42		70			70 00	112	24	74			98 00
43	8	118			126 00	113	10	58			68 00
44	6	136		69	211 00	114		38			38 00
45	30	134			164 00	115	18	36			54 00
46	52	54			106 00	116		94			94 00
47	2	244			246 00	117	5	96			101 00
48	28	92			120 00	118	10	32			42 00
49	64	62			126 00	119	12	44			56 00
50	4	266			270 00	120	8	134			142 00
51	46	82			128 00	121	45	44			89 00
52	22	182			204 00	122	30	84			114 00
53	37	86			123 00	123	67	122			189 00
54	19	128			147 00	124	21	44			65 00
55	22	70			92 00	125	53	66			119 00
56	34	32			66 00	126	33	24			57 00
57	139	278			417 00	127	84	132			216 00
58	6	36			42 00	128		58			58 00
59	4	174			178 00	129		140			140 00
60	36	176			212 00	130	354	56			410 00
61	115	92			207 00	131	19	28			47 00
62	16	104			120 00	132	29	44			73 00
63	37	50			87 00	133					
64	31	40			71 00	134	11	36			47 00
65	12	116			128 00	135	27	118			145 00
66	24	94			118 00	136	9	24			33 00
67	47	154			201 00	137	4	54			58 00
68	85	138		53	276 00	138	2	56			58 00
69		78			78 00	139	14	10			24 00
70	25	46			71 00	140					

Beneficiary Statement.—Continued.

Lodge Nos.	Back	Assessm'ts	Assessm'ts	Assessm't	TOTAL.	Lodge Nos.	Back	Assessm'ts	Assessm'ts	Assessm't	TOTAL.
		15 and 16.	17.					15 and 16.	17.		
141		\$158			\$158 00	221		\$68			\$68 00
142	\$67	92			159 00	222	\$63	18			81 00
143	21	24			45 00	223		10	14		24 00
144	8	52			60 00	224	21	34			55 00
145	2	54			56 00	225	11	40			51 00
146	34	56			90 00	226		52			52 00
147	5	42			47 00	227	10	24			34 00
148	15	20			35 00	228	19	82			101 00
149	61	248			309 00	229		62			62 00
150	32	88			120 00	230	2	98			100 00
151	32	94			126 00	231	50	90			140 00
152	2	10			12 00	232	32	34		\$17	83 00
153	62	74			136 00	233	10	12			22 00
154	131	4			135 00	234	32	12			44 00
155	6	26			32 00	235	37	26			63 00
156	22	62			84 00	236	11	24			35 00
157	25	40			65 00	237	10	88			98 00
158	44	76			120 00	238	12	26			38 00
159	30	36			66 00	239	10	50			60 00
160	24	58			82 00	240		30			30 00
161	39	74			113 00	241					
162	57	112			169 00	242		58			58 00
163	14	26			40 00	243	1	54			55 00
164	22	70			92 00	244		54		54	54 00
165	19	40			59 00	245	9	20			29 00
166						246	10	26			36 00
167	13	56			69 00	247	14	26			36 00
168	6	46			52 00	248	9	40			49 00
169	19	154			173 00	249	5	28			33 00
170	29	40			69 00	250		84			84 00
171	10	22			32 00	251		50			50 00
172						252		114			114 00
173		64			64 00	253	16	56			72 00
174	60	100			160 00	254	16	36			52 00
175	24	28			52 00	255	25	36			61 00
176	5	26			31 00	256	24	18			42 00
177	12	60			72 00	257		58			58 00
178	22	68			90 00	258					
179	77	68			145 00	259	40				40 00
180	12	12			24 00	260	12	48			60 00
181	2	28			30 00	261	6			25	31 00
182	9	42			51 00	262	12	14			26 00
183						263	3	24			27 00
184	21	30			51 00	264		54			54 00
185						265		64			64 00
186	42	50			92 00	266		64			96 00
187	12	22			34 00	267	47			5	52 00
188		106			106 00	268		28			42 00
189	4	72			76 00	269	6	34			40 00
190	38	30			68 00	270	44	58			102 00
191	10	26			36 00	271		36			36 00
192	4	28		15	47 00	272		36			36 00
193		30			30 00	273	2	58			60 00
194	6	44			50 00	274		32			32 00
195	19	58			77 00	275	25	22			47 00
196	7	46			53 00	276	31	20			51 00
197		56			56 00	277		12			12 00
198	11	18			29 00	278					
199		48			48 00	279	14	24			38 00
200	25	28			53 00	280	2	38			40 00
201	5	64			69 00	281	4	34			38 00
202	23	56			79 00	282	13	22			35 00
203	14	60			74 00	283		48			48 00
204	2	16			18 00	284		46			46 00
205	51	76			127 00	285	9	32			41 00
206	33	26			59 00	286	20	60			80 00
207	2	84			86 00	287	2	32			34 00
208		52			54 00	288		30			30 00
209	21	38			59 00	289	14	10			24 00
210	4	60			64 00	290	25	28			53 00
211	13	80			82 00	291	29	42			71 00
212	2	50			52 00	292		32			32 00
213	15	38			45 00	293		50			50 00
214	27	38			65 00	294		30			30 00
215		90			90 00	295	2	42			44 00
216	22	98			120 00	296		36			36 00
217	25	32			57 00	297		28			28 00
218	35	4			39 00	298	2	42	21		65 00
219	11	72			83 00	299					
220	8	60			68 00	300		38	19		57 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assess'm'ts.	Assess'm'ts 15 and 16.	Assess'm't 17.	TOTAL.	Lodge Nos.	Back Assess'm'ts.	Assess'm'ts 15 and 16.	Assess'm't 17.	TOTAL.
301	..	\$10	..	\$10 00	306	..	..	..	..
302	307	..	..	..	..
303	\$5	5 00	308	..	..	..	..
304	309	..	..	..	..
305	310	..	..	..	..

Balance on hand March 1 .. \$1,591 50
Received during month .. 27,589 00

Total .. \$29,180 50

By claims 133, 134, 135, 136, 137, 138, 139, 140, 141 and 142 .. \$15,000 00

Balance on hand April 1 .. 14,180 50

Respectfully submitted.

EUGENE V. DEBS, G. S. and T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., May 1, 1886. }

Assessment Notice.

No. 19.—\$1.00.

To Subordinate Lodges:

SIRS AND BROTHERS: You are hereby notified of the following deaths and disabilities:

153. H. H. Gittings, of Lodge 275, was killed by railroad accident, February 2.

154. J. A. Davis, of Lodge 55, was killed by railroad accident, March 10.

155. E. H. Turner, of Lodge 2, was killed by railroad accident, March 11.

156. C. C. Chase, of Lodge 210, died of Heart Disease, March 11.

157. Arthur Davis, of Lodge 15, died of Cerebral Meningitis, March 12.

158. John Devine, of Lodge 188, was killed by railroad accident, March 17.

159. M. L. Clark, of Lodge 83, was killed by boiler explosion, March 19.

160. Jno. T. Hendricks, of Lodge 52, was declared totally disabled with Consumption, March 24.

161. W. R. Roberts, of Lodge 76, was declared totally disabled with Consumption, March 25.

162. G. W. Angle, of Lodge 3, was killed by railroad accident, March 27.

163. Patrick Bohan, of Lodge 28, was killed by railroad accident, March 29.

The amount of ONE DOLLAR is due on the above claims from all members whose names were on the rolls of membership March 29, 1886, and must be paid to your Financier on or before June 1, 1886. The Financier is required to forward the above assessment so it will reach the Grand Lodge on or before June 10, 1886. Members failing to make payment as above provided, will stand suspended from all the benefits of the Order during such arrearage, as per Section 4 of Article 5 of the Constitution.

Fraternally yours,

EUGENE V. DEBS, G. S. and T.

Notice to Absent Members.

P. J. MCGUIRE.

P. J. McGuire, of Lodge 63, is requested to correspond with the Secretary of his Lodge.

THOMAS FLAVIN.

Thomas Flavin, of Pioneer Lodge No. 108, will correspond with the Financier of his Lodge at once.

J. F. SIMMONS.

J. F. Simmons, of Lodge No. 134, is requested to correspond with the Financier of his Lodge at once.

L. BLUNT.

L. Blunt, of Gulf City Lodge No. 115, is hereby requested to correspond with the Secretary of his Lodge.

TIMOTHY M'KERRING.

Timothy McKerring, of Calhoun Lodge No. 84 is requested to correspond with his Financier at once.

FRANK W. GRISWOLD.

Frank W. Griswold, of Elm City Lodge, 284, will please correspond with the Financier of his Lodge.

GEO. W. STARKIN.

Geo. W. Starkinn, of Lucky Thought Lodge, No. 232, will please correspond with the Financier of his Lodge.

THOMAS WELCH.

Thomas Welch, of Key City Lodge, No. 106, will please correspond with the Financier of his Lodge.

MEMBERS OF 88.

Thomas O'Connor and Wm. Tarbell, of Morning Star Lodge No. 88, are requested to correspond with the Financier of their Lodge at once.

JAS. A. MCHUGH.

Jas. A. McHugh, of Falls City Lodge No. 103, is requested to correspond with the Financier of his Lodge, at once.

WM. P. LEYLAND.

Wm. P. Leyland left his home in Oct. 1885, and has not been heard from since. Any person who knows of his whereabouts will confer a great favor by informing Mrs. William P. Leyland, Gaylord, Smith county, Kansas.

GEO. NOBLE.

Any one knowing the whereabouts of Mr Geo., Noble, a railroad official, who was in the South when last heard from, will please advise H. E. Kemp 172 Antoine street, Grand Rapids, Mich.

OFFICE OF THE GRAND LODGE B. OF L. F. }
TERRE HAUTE, IND., May 1, 1886. }

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS—Your attention is hereby called to the following special notices, viz.:

BACK NUMBERS.

A full set of Magazines for 1877, two copies of December 1876 and one copy of August 1878, are desired by the Grand Lodge. Any member having these sets, or single copies thereof and wishing to dispose of them, will please correspond with the Grand Secretary.

PERSONAL CHECKS.

Some of our Financiers persist in sending in their personal checks for remittances. To all such we desire to say that personal checks have got to be returned to the banks upon which they are drawn for collection, and this takes time and incurs expense. We refer all such Financiers to Sec. 1 of Art. XV of the Constitution, which provides that all remittances shall be sent by *express, money order, or registered letter*, but personal checks can not be accepted.

CONSTITUTIONAL COMMITTEE.

Pursuant to the action of our last Convention three members have been selected to act with the Grand Officers as a committee for the revision of our Constitution and By-Laws. The following members have been selected to serve upon said committee, viz.: Wm. Hugo, of Eureka Lodge No. 14; W. E. Taylor, of W. A. Foster Lodge No. 216, and C. W. Gardner, of Webster Lodge No. 222. The committee will convene at Terre Haute on Monday, May 10th, and remain in session until the work is completed.

All Lodges having amendments, alterations or new laws to offer, will forward the same to the Grand Secretary with the words "For Constitutional Committee" written on the corner of the envelope, so as to reach the Grand Lodge not later than May 10th.

EUGENE V. DEBS,
G. S. and T.

FRANK P. SARGENT,
G. M.

Only \$1.00 per Year.**Monthly.****A Practical Mechanical Journal,**

DESCRIBING AND ILLUSTRATING

New Railway Appliances,

AND TREATING OF THE

Running, Management, Repairing

—AND—

BUILDING OF LOCOMOTIVES.

SHOULD BE IN THE HANDS OF

Every Live Engineer, Fireman and Railroad Mechanic

\$1.00 per Year. Sample Copy Free.

*Agents wanted in every Railroad Center. Address***Am. Ry. Pub. Co.,
32 Liberty St., New York City.**

SMOKE THE
“ECCENTRIC” CIGAR,

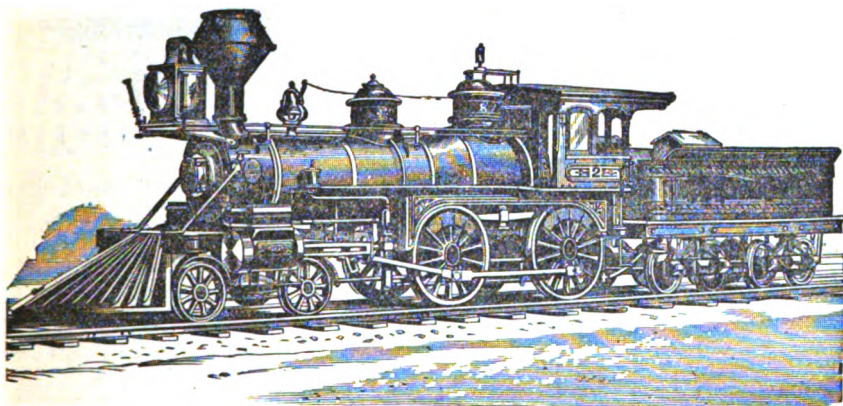
The Finest 10c Cigar in the Market.

OR SMOKE

“THE VALVE” CIGAR,

The Best 5c Cigar you can get.

TRADE MARKS REGISTERED.



To the Brotherhood of Locomotive Firemen :

GENTLEMEN—On the 31st day of December, 1885, I signed a contract with your Grand Master and Grand Secretary and Treasurer, to pay into your Treasury for five years a *royalty* of one dollar on every thousand cigars of the above brands that I sell. If *every member* who smokes will assist by smoking these cigars, asking for them continually in stores that do not keep them, and asking his friends to try them, the royalty paid into your treasury, will, one year hence, undoubtedly amount to two or three thousand dollars *per month!* Retail Dealers should order from the Wholesale Dealers and if they refuse to get the cigars I will ship direct to the Retailer. No cigars genuine unless each box lid has a *fac simile* of my signature as below. Any further information will be cheerfully given.

Respectfully,

F. D. Thompson

P. O. Box 45, Covington, Ky. _____

Manufacturer.

The above statement is correct. Ask your dealers to keep the cigars.

EUGENE V. DEBS,
 Grand Secretary and Treasurer. _____

F. P. SARGENT,
 Grand Master.

QUERY: If *each member* of the B. of L. F. should smoke *two* of these cigars *daily*, how much would the royalty amount to in one month?

BOSTON AGENTS—F. A. DODGE & CO., 74 PORTLAND STREET.

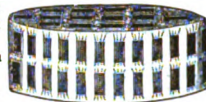
PHILADELPHIA AGENTS—{ GUMPERT BROS., 1341 CHESTNUT STREET,
 JAMES TRIMBLE & CO., 505 MARKET STREET.

U. S. INSOLE CO. (Incorporated,) Manufacturer of all kinds of **MAGNETIC GOODS, Chicago.**

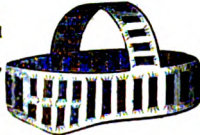


Magnetic Vest or Jacket for gentlemen. Vest and Corset combined for ladies. Best application for general or nervous debility and constitutional ailments.

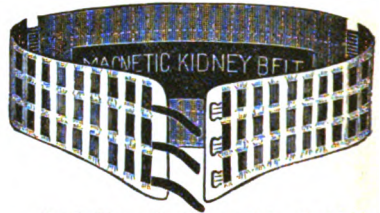
Magnetic Black Silk Smoking or Catarrh Cap. A simple beauty. No headache or catarrh where they are worn.



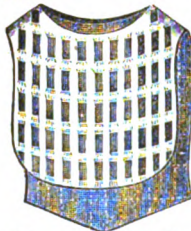
Magnetic Head Band for same use as Cap, but not quite so powerful.



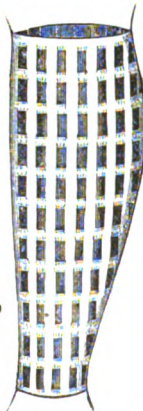
Slowly but surely the world progresses. Drugs and poisons are giving way to Magnetism for the treatment of all diseases of a nervous origin, building up a weakened and debilitated constitution, or restoring enfeebled circulation.



Gent's Magnetic Kidney Belt. Positively cures lame back, weak kidneys, constipation, etc.; will prove it with pleasure to anyone. Best application in the world. No electric shocks. No poisons. No unpleasant sensations.



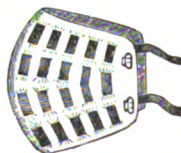
Magnetic Lung Protector for Lady or Gent. Worth its weight in gold.



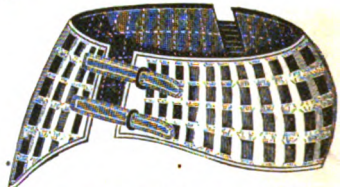
Magnetic Leggin. Very comfortable and valuable for enfeebled circulation in the limbs.



Magnetic Wristlet.



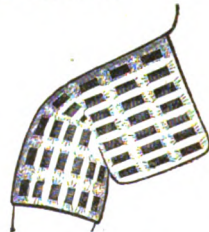
Magnetic Knee Cap. Death to lameness or stiffness in the knees.



Magnetic Abdominal Supporter for ladies. None can afford to do without it. Thousands of sufferers have been cured by this Belt, and millions are yet to be.



Magnetic Throat Appliance. No family should be without it.



Magnetic Shoulder Appliance. Investigate its merits.

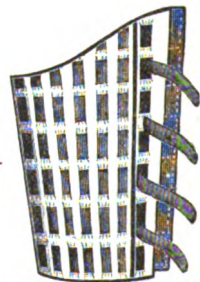


Anklet.



Magnetic Insoles. Warm cold feet, cure rheumatism in the feet and limbs, and valuable to every sufferer from whatever cause. Should be worn by everyone. Send 50c. for one pair, or \$1 for two pair. Give size of shoe. Mailed free to any address.

If there is anything in human testimony, these Garments are no longer experimental. They have passed beyond that stage and become a demonstrated success. The question only is, where can we get the best application? We beg leave to call attention to the fact that we are the **ONLY** REGULARLY INCORPORATED COMPANY IN THE WORLD, licensed to manufacture Magnetic Garments. Write for Catalogue free; also a valuable practical treatise on restoring and preserving the health, mailed free to any address on receipt of 2 cent stamp. Address,



Magnetic Leggin or Sciatic Garment.



Magnetic Mitten

UNITED STATES INSOLE CO..

J. C. BRANHAM. Agent, MT. VERNON, ILL.,

Special Inducements to members of the B. of L. F. in good standing. Correspondence.



VOL. X.

JUNE, 1886.

No. 6

WAGES OF RAILROAD EMPLOYEES.

The State of Michigan has in operation within her limits twenty-four railroads, aggregating about 5,000 miles of track. In 1885 these roads employed about 18,500 persons in various occupations. In obtaining statistics relating to wages, nothing has been more difficult than to ascertain, in detail, the amount paid to railroad employes as a class, and we are satisfied that the public has been exceptionally deficient in knowledge concerning such questions, and as a consequence when labor questions have been forced upon public attention the most essential facts upon which to base rational conclusions have not been available, and grievous errors have therefore been made.

It will be conceded, we believe, that any authentic statement upon a subject of so much concern will be hailed as a contribution to the general fund of information as of special value.

It is possible that other States have supplied statisticians with accurate information concerning wages paid each class of employes engaged in railroad work by the day and by the month, but the publication of the third annual report of the Bureau of Labor of the State of Michigan is the first that we have had the pleasure of examining in which such information is furnished to the public, and as in every case the figures were furnished by railroad officials they will be accepted as nearly correct and reliable as it is possible to obtain.

It is to be presumed that the railroads of Michigan pay approximately the same wages as are paid in other States, at any rate the difference cannot be material, and the conclusion is, therefore, that in knowing officially the wages paid to railroad employes in Michigan we know approximately what wages are paid to railroad employes in other States. If this proposition is accepted as reasonable, and we doubt if it will be seriously antagonized, then the figures of Michigan will be regarded with special interest.

In tabulating the information regarding the wages paid railroad employes in Michigan we have copied figures supplied by the Labor Bureau's report, adding columns showing the *range of wages by the day and by the month*, as also columns showing *grand averages*.

Table showing occupations, number of each occupation working by day or month, with range of prices by day and month, with average daily and monthly wages, and *grand average* of daily and monthly wages for the entire State of Michigan and for all employes reported as working for twenty-four railroads in Michigan in September or October, 1885:

WAGES OF RAILROAD EMPLOYEES.

OCCUPATION OF EMPLOYEES.	WAGES BY THE DAY.					GRAND AVERAGE.	WAGES BY THE MONTH.					GRAND AVERAGE.
	Number of Employees.	WAGES BY THE DAY.		Number of Different Prices.	The Average Wages Per Day.		Number of Employees.	WAGES BY THE MONTH.		Number of Different Wages.	The average Wages by the Month.	
		From	To					From	To			
Agents	6	1 00	\$2 75	5	\$1 46	\$1 46	811	\$5 00	208 83	57	\$47 10	
Agents and operators							15	30 00	100 00	7	55 33	
Agents, Relief							2	55 00	60 00	2	57 50	
Agents, Freight							2	100 00	166 67	2	133 33	
Agents, Ticket							19	45 00	85 33	7	60 32	\$70 79
Apprentices unclassified	47	50	1 00	5	66							
Baggagemen, Station	18	62½	1 75	9	1 36		117	18 75	90 00	19	41 45	
Baggagemen, Train	57	1 40	1 80	4	1 73		112	27 50	55 00	8	47 12	
Blacksmiths	117	1 35	3 00	25	2 17		1			1	100 00	44 28½
Blacksmiths' helpers	112	1 00	1 85	14	1 42	1 46.8						
Boilermakers	69	1 25	3 00	22	2 29		1			1	90 00	
Boilermakers' apprentices	8	50	1 75	5	1 21							
Boilermakers' helpers	75	90	2 00	10	1 35							
Boiler washers	11	1 20	1 70	5	1 43		2	45 00	50 00	2	47 50	68 75
Bolt cutters	4	1 20	1 80	4	1 44	1 54½						
Brakemen	507	1 10	2 05	12	1 67		678	40 00	57 50	4	47 64	47 64
Brass finishers	2			1	2 00							
Brass moulders	3	1 90	2 50	3	2 26							
Brass moulders' helpers	2			1	1 00							
Bridge carpenters	142	1 50	2 75	11	2 04	1 79½						
Bridge superintendents							4	90 00	175 00	3	116 25	
Bridge tenders	6	1 37½	1 40	2	1 38		6	30 00	52 50	3	37 08	
Cabinet makers	5			1	2 00							
Caller	1			1	1 10							
Car checkers	16	1 00	1 25	2	1 23	1 42¾	4			4	40 00	64 44½
Car cleaners	13	50	2 25	15	1 24		22	5 00	45 00	7	33 63	
Car distributors							2			1	100 00	
Car inspectors	45	1 25	2 50	10	1 60		27	40 00	80 00	8	55 70	
Car oilers	10	1 25	1 40	3	1 29		3	65 00	80 00	3	73 33	65 66½
Carpenters	48	1 30	3 00	20	2 04	1 54½	11	40 00	100 00	8	56 13	
Cashiers							1			1	17 00	
Cattle loaders												
Car sealers	5	1 15	1 20	2	1 17							
Car tracer	1			1	1 00							
Car repairers	412	1 00	3 00	21	1 50	1 22½	11	40 00	55 00	3	48 63	40 58½
Car wheel drillers	2	1 00	1 70	5	1 33							
Clerks	15	1 00	2 00	1	1 50		1,041	10 00	150 00	48	53 21	
Civil engineers							9	40 00	300 00	8	136 11	
Coal heavers	12	1 10	1 75	9	1 34		2			1	45 00	
Conductors	150	1 55	3 85	16	2 55	1 68	466	35 00	100 00	13	74 97	77 32¼
Coopers	3	1 15	1 50	3	1 38		1			1	35 00	
Coppersmiths	6	2 00	2 70	5	2 41							
Coppersmiths' helpers	4	60	1 25	3	96							
Depot master	2	1 50	2 00	2	1 75		5	50 00	100 00	4	72 00	53 50
Depot matron	1			1	1 10	1 52						
Depot police	2			1	1 15	1 15						
Dining-car cooks							9	20 00	60 00	5	50 00	
Dining-car waiters							12			3	41 67	
Dining-room cooks							1			1	25 00	
Dining-room laundresses							3			1	30 00	
Dining-room waitresses							11			1	13 00	
Dining-room cashiers							1			1	12 00	
Dining-room managers							1			1	20 00	
Dining-room porters							1			1	83 33	
Draughtsmen	3	2 00	2 75	3	2 41	2 41				1	18 00	26 67
Draughtsmen's helpers	1			1	80							
Elevator tenders							2			1	15 00	
Engineers, unclassified	90	2 00	5 60	13	3 07		47	45 00	110 00	5	104 84	
Engineers, freight	31	2 00	5 00	12	3 39		2			2	80 00	
Engineers, passenger	84	3 15	4 09	6	3 39	2 66	20	90 00	95 00	2	90 25	72 52
Engineers, stationary	18	85	2 70	10	1 72		2			2	45 00	
Engineers, steam-shovel												
Engineers, switch	75	2 00	2 75	5	2 46		18			1	75 00	
Engine dispatcher												
Engine wipers	184	1 00	2 00	12	1 22	2 08	2			1	50 00	56 67
Ferry firemen	11			1	1 40							
Ferry engineers							8	42 00	48 00	2	48 00	
Ferry mates							4			1	83 33	
Ferry wheelmen							4			1	45 00	
Firemen, unclassified	423	1 10	2 80	14	1 70	1 55	43			1	60 00	59 08
Firemen, freight	242	1 50	2 70	9	1 78		2			1	45 00	
Firemen, passengers	107	1 60	2 03	5	1 79		1			1	45 00	
Firemen, stationary												
Firemen, steam-shovel												
Firemen, switch	90	1 40	1 60	5	1 48	1 56	16			1	49 00	46 33
Flagmen	27	1 00	1 50	5	1 17		122	25 00	40 00	6	29 77	

WAGES OF RAILROAD EMPLOYEES—Continued.

OCCUPATION OF EMPLOYEES.	WAGES BY THE DAY.					GRAND AVERAGE.	WAGES BY THE MONTH.					GRAND AVERAGE.
	Number of Employees.	WAGES BY THE DAY.		Number of Different Prices.	The Average Wages Per Day.		Number of Employees.	WAGES BY THE MONTH.		Number of Different Wages.	The Average Wages by the Month.	
		From	To					From	To			
Freight checkers	5	\$1 25	\$1 37	2	1 27		13	\$40 00	\$65 00	6	\$49 61	
Foreman blacksmiths	2	3 25	3 50	2	3 37 1/2		3			1	90 00	
Foreman boiler shops	2	3 25	3 50	2	3 37 1/2		2	90 00	100 00	2	95 00	
Foreman bridge carpenters.	10	2 00	2 75	3	2 32	\$2 75	11	45 00	135 00	10	79 29	\$68 74
Excursato foremen							1			1	100 00	
Excursato men	5			1	1 75	1 75	1			1	50 00	
Ferry captain							1			1	115 00	
Ferry deck-hands							14			1	35 00	
Ferry engineers							4	83 33	115 00	3	99 58	79 94
Foreman carpenters	18	1 75	3 75	8	2 94		9	75 00	150 00	6	100 55	
Foreman car repairers							15	55 00	85 00	6	67 00	
Foreman car shops	7	1 80	4 00	5	2 73	2 84	15	65 00	140 00	8	84 49	
Foreman coal heavers							5	45 00	60 00	2	48 00	
Foreman docks							15	50 00	140 00	8	70 33	74 07
Foreman engine house	3	1 50	3 00	3	2 17		15	55 00	100 00	6	74 44	
Foreman fence builders							1			1	50 00	
Foreman freight houses							22	40 00	100 00	8	57 00	
Foreman laborers	3	1 50	2 15	3	1 86		1			1	35 00	
Foreman machinists	12	2 70	3 25	3	2 74	2 26	14	75 00	125 00	5	97 14	62 81
Foreman machinists' ass'ts.	1			1	3 00							
Foreman masons	2	2 50	3 00	2	2 75		2	100 00	110 00	2	105 00	
Foreman painters	5	2 50	3 00	4	3 15							
Foreman sectionmen	287	1 16	3 00	18	1 62		681	35 00	75 00	12	43 51	74 26
Foreman switchmen	7	1 75	2 35	3	2 06	2 52						
Foreman tank shops	1			1	2 50							
Foreman tin & copper shop	3	3 00	3 25	2	3 08	2 79						
Foreman water service							2	70 00	75 00	2	72 50	
Foreman warehousemen							3	52 00	75 00	2	59 66	
Foreman yardmen							6	40 00	75 00	3	67 50	65 56
Foreman unclassified							105	40 00	117 54	12	49 38	
Gate tenders	38	50	1 50	6	1 22		7	30 00	50 00	2	44 28	
Grate and pit cleaners	5			1	1 25							
Heads of departments							12	166 66	233 33	8	231 26	108 31
Hostlers	16	1 40	2 50	7	1 74							
Interpreter	1			1	1 00							
Janitors, female							2	15 00	25 00	2	20 00	
Janitors, male							9	40 00	60 00	4	44 44	32 22
Laborers, unclassified	2,256	75	2 25	21	1 16							
Laborers, dock	102	1 50	1 75	2	1 52							
Laborers, track and section.	3,521	75	1 75	12	1 14	1 28						
Laborers, work train	57			1	1 25							
Lamp cleaner	3			1	1 25		1			1	6 00	
Log loaders	27	1 00	3 00	7	1 44		4	35 00	55 00	3	42 50	
Lumber inspectors							2	75 00	85 00	2	80 00	
Machinists	355	1 25	3 10	33	2 07	1 51	4	45 00	115 00	4	82 50	52 75
Machinists' apprentices	25	60	1 20	9	1 05							
Machinists' helpers	158	75	2 00	14	1 43		3	15 00	65 00	2	31 66	
Machine hands	16	1 25	2 50	10	1 66							
Mail carriers							9	5 00	15 00	4	7 22	19 44
Masons	44	1 50	3 75	8	2 40	1 63						
Masons' helpers	2			1	1 75							
Master car-builders							1			1	166 65	
Master mechanics							13	70 00	208 33	9	131 38	
Messengers							46	5 00	50 00	12	13 99	104 01
Moulders	2	2 50	2 75	2	2 62 1/2	2 19						
Moulders' helpers	1			1	1 15							
Painters	137	1 00	3 08	22	1 93							
Painters' helpers	21	50	1 25	4	1 10							
Pattern makers	8	2 00	3 25	6	2 63							
Pattern makers' helpers	1			1	50	1 46						
Porters	18	1 00	1 50	4	1 28		36	30 00	65 00	7	41 11	
Pumpers	32	50	2 00	10	1 33		92	5 00	90 00	13	37 37	
Pump repairers	6	1 90	2 75	4	2 10							
Pump and tank inspector	3	2 50	3 00	2	2 83	1 89						
Road masters							32	70 00	208 33	11	104 30	59 59
Road masters' assistants							11	66 66	100 00	4	80 30	
Shipwright	1			1	2 50							
Springmaker	1			1	2 50							
Springmaker's helper	1			1	1 50	2 17						
Switchmen	143	1 00	2 90	18	1 86		49	17 50	65 00	10	45 37	
Storekeepers							8	45 00	120 00	5	64 16	
Switchmen and yardmen							195	33 33	85 00	12	57 23	
Tallymen							8	32 50	40 00	2	88 12	
Targetmen	7	38	2 50	6	1 37		55	5 00	40 00	10	28 07	60 54
Teamsters	3	1 00	1 75	3	1 42	1 55						
Telegraph messengers							4	10 00	20 00	3	15 00	

WAGES OF RAILROAD EMPLOYEES—Continued.

OCCUPATION OF EMPLOYEES.	WAGES BY THE DAY.					GRAND AVER- AGE.	WAGES BY THE MONTH.					GRAND AVER- AGE.
	Number of Employees.	WAGES BY THE DAY.		Number of Different Prices.	The Average Wages Per Day.		Number of Employees.	WAGES BY THE MONTH.		Number of Different Wages.	The Average Wages by the Month.	
		From	To					From	To			
Telegraph operators	19	75	\$1 50	5	1 29		453	\$5 00	100 00	24	\$42 81	
Telegraph repairers							27	25 00	80 00	8	61 07	
Ticket inspectors						\$1 67	2			1	50 00	\$42 22
Tinsmiths	31	1 25	3 00	12	2 04							
Tinsmiths' helpers	7	1 00	1 60	5	1 34							
Track supervisor							8	45 00	110 00	5	77 09	
Train dispatcher							64	16 67	175 00	18	95 06	
Train masters							13	80 10	125 00	5	96 41	89 72
Trucksmiths	2	1 75	2 50	2	2 12½	1 73						
Unclassified employes in car shop	98	80	2 50	19	1 58							
Upholsters	11	1 20	3 25	6	2 27							
Warehouse laborers	227	38	2 00	13	1 34		5	5 00	35 00	3	25 00	
Warehousemen	48	1 00	2 00	9	1 42		77	25 00	75 00	13	39 51	
Watchmen	71	1 12½	1 65	10	1 30	1 58	81	25 00	55 00	8	36 56	33 69
Watchmen, bridge	11	1 00	1 30	3	1 05		5	28 00	36 00	4	31 20	
Watchmen, engine	9			1	1 35		3	30 00	40 00	2	36 66	
Watchmen, shop	4			1	1 50		2	45 00	50 00	2	46 25	
Water boy	1			1	75	1 17						
Weighmasters							3	50 00	75 00	2	58 83	45 24
Weighmen							6			1	33 00	
Wheel pressers	3	1 60	1 70	2	1 66							
Wood machinists	26	75	2 10	9	1 60							
Yardmasters	13	1 75	3 00	6	2 23		58	45 00	125 00	14	67 80	
Yardmen	28	1 00	2 50	5	1 62	1 78	19	35 00	70 00	9	50 15	50 32
	12,371			756		\$1 79.7	6,104			629		\$59 01.8

The foregoing table gives a total of one hundred and seventy-five different occupations and 18,475 employes. Of these employes 12,371 are employed by the day and 6,104 by the month. Those employed by the day receive wages averaging \$1.79.7 and those working by the month \$59.01.8, or about 15 cents more per day than those who are paid by the day. To reach the average of \$1.79.7 per day, 756 different prices are paid, and to obtain the monthly wages of \$59.01.8, 629 different prices are required. In day wages the range is from 38 cents to \$5.60, and in monthly wages the range is from \$5.00 to \$233.33.

The question of averages in wages is exceedingly misleading, as the table we have given will disclose. In the discussion of labor problems the public is satisfied with averages. If a person seeking information enters an industrial institution and finds in a room a hundred persons employed, he may ask, "What wages are paid these people?" The reply may be, as we have shown in the daily wages of the Michigan railway service, \$1.79. "Indeed," responds the seeker after facts, "that seems to be a fair price; people ought not to complain at \$1.79 a day." The figures find their way into print, and monopolists and their clackers use them to show that so-and-so pays liberal wages, etc. The public never looks above or below the \$1.79 line. That price is adjudged fair and the verdict is, employes ought to be satisfied. But, to reach an average of \$1.79 cents a day, the Michigan railways begin at 38 cents a day, and by having 756 different prices an average of \$1.79 is obtained. In the case of the monthly wages, \$59.00 might be esteemed fair wages, but to obtain that average the Michigan Railroads start with \$5.00 a month, or about 16 cents a day, and employing 627 different prices arrive at an average of \$59.00 per month. With such facts in full view, the reasons for discontent in labor circles are more readily grasped.

Taking the average daily and monthly wages paid by the Michigan Railways and it will be seen that the average per day is about \$1.84. Now, if there are 500,000 persons employed in the railway service of the United States at the

Michigan prices, and allowing 300 working days for the year, it will be seen that the total payment for wages amounts to the sum of \$276,000,000.

The total earnings of the railroads of the United States in 1885 are given by the highest railroad authority in the country at \$763,306,608. Deducting the amount paid for labor, \$276,000,000, and there remains \$487,306,608. It is stated that during 1885 the roads paid for interest and dividends \$200,489,524, or within \$75,510,476 of the amount paid for the service of employes. Deducting this amount from the \$487,306,608 and there yet remains \$286,817,084 unaccounted for. Tabulated, the account stands as follows:

Earnings of railroads in 1885		\$763,306,608
Paid for service	\$276,000,000	
Paid interest and dividends	200,489,524	476,489,524
Unaccounted for		\$286,817,084

We appreciate the fact that it is difficult for others than those skilled in manipulating such statements to deduce from them practical lessons and results, and it is this kind of training now most urgently in demand, not only by workingmen, but by those who assume to be competent to discuss such questions for the purpose of finding remedies for abnormal conditions.

Certain facts are well established. Railroads are earning vast sums of money. Some railroads are well managed, are in the hands of men who comprehend the value of competent men, and are willing to pay fair prices. Other roads are in the hands of schemers, speculators, stock waterers, gamblers, whose sole ambition it is to pocket money without special regard to methods. They are not in sympathy with workingmen, care nothing about them, would reduce wages under every possible pretense, and it is such roads and such management that causelessly produce the labor troubles now rife in the land.

The figures we have given are well calculated to attract attention. They are not the result of guess work; on the contrary, they are official and authentic. The money earned by railroads is sufficient to enable their owners and managers to pay living prices, to inaugurate an era of prosperity and have money, and it is because they refuse to be just and liberal towards those whose labor and skill carries forward their enterprises that nine-tenths of the disquietude now prevailing exists.

A CASE was recently tried in St. Louis in which the Missouri Pacific Railroad Company was defendant and a young man by the name of James Stringer was plaintiff. Stringer was riding on the locomotive pilot, by the invitation of the engineer; the locomotive jumped the track and Stringer was so injured that the amputation of one of his legs was required. He sued the company for \$10,000. The defense was that Stringer was a trespasser and therefore the company was not liable for damages. The court instructed differently, and the jury gave Stringer \$5,000.

In the year 1885 forty-four railroad companies were placed in the custody of courts and receivers. These roads aggregate nearly 8,500 miles of track and an indebtedness of about \$198,000,000. The probabilities are that the roads cost too much—were built without due regard to economy, which is the prevailing complaint, and what is still worse, with reckless expenditure there was neglect in securing good work. These roads will eventually get down to the hard pan of *honest value*, and will be operated to make legitimate dividends on that value.

BOYCOTTING.

In writing of "boycotting," it is required that the readers of this Magazine should be somewhat informed of its history. The public, generally comprehend its meaning—particularly where it has been practiced.

In common parlance, "boycotting," is an "importation." It is not an outgrowth of American institutions. It could not have been born in the United States, simply because the conditions which made it a necessity in a foreign land never existed in this heaven favored and freedom favored republic.

We do not say that "boycotting" is to be condemned, because it is an importation, or because it had its origin in a foreign land—such a position could not be logically sustained. It would be as unwise as to contend, that because a working man, in any foreign land, is required to work for twenty-five cents a day, therefore, American laborers should be content with such degrading wages.

Boycotting had its origin in Ireland, and was the product of conditions of the most harrowing infernalism, such as cannot be inaugurated in America while its rivers flow to the sea.

As we write, a native-born Irishman, of large information and culture, gives us the following brief resume of the origin of "boycotting." He says:

"During the famine period in Ireland eight or nine years ago, just after the formation of the Irish National Land League, a Captain Boycott, a retired military officer and an Englishman, who had, some years previously become the owner of a landed estate in one of the interior counties, Kings, I believe, made himself very obnoxious to the people in his vicinity by his arbitrary methods of dealing with his tenants, and others, over whom he had any power. He was a 'resident magistrate' besides, and this gave him additional facilities for exercising his 'sweet will' over the people. They resolved to put him and his belongings in 'coventry,' an old term long in use in Ireland, to which country it

had come from England, and which meant to let Captain Boycott and all his belongings, his interests, severely alone—to neither buy of him, sell to him, work for him nor in any way, directly or indirectly, have anything to do with him." Our informant further says: "The plan worked successfully, notwithstanding that Captain Boycott resorted to every means the law afforded to break the resolve of the people. Finally he left the country, partly in disgust and partly for fear of violence."

This Capt. Boycott was a heartless despot who had for his victims men, women and children, who by the failure of crops were reduced to the direst conditions, and who were unable, therefore, to pay their "rack rents." Subsequently, other landlords who pursued Capt. Boycott's methods of cruelty and oppression, were treated in the same way, and hence the term "Boycotting."

It will be readily observed, that the "boycott" is a terrible weapon, to be used *only* when a terrible wrong exists.

Unfortunately, we think, boycotting has been introduced into the United States—Unfortunate, because no such conditions and no such flagrant wrongs as existed in Ireland, in the days of Captain Boycott, and still exist in that unfortunate and oppressed country, exist in the United States, and hence, the weapon which Irish tenants wielded so effectively against Capt. Boycott and others of his type, cannot be justly used against people in the United States, unless it should so happen that men or corporations, should adopt Captain Boycott's methods of cruelty and oppression towards those who might be in some measure under their control. Just here we inquire, what has been the history of boycotting in the United States? We shall not assert that in no instance it has been justifiable, because we do not pretend to a knowledge of every instance where it has been employed, but, as a general proposition, we contend that boycotting in the United States has been from the first, and

continuously, a mistake, a stupid error, a total misapprehension of conditions, situations, institutions and rights. In this connection we do not hesitate to say that there exist circumstances of a palliative character. We are familiar with instances of hardships endured by working-men which were well calculated to test their patience to the uttermost limits. In such cases, rashness finds reasons of an extenuating character. But we are not commenting upon isolated incidents. We are discussing a principle in human affairs as they exist around us, and of which we are required to take cognizance, and our conclusion is, that boycotting is a wrong of such magnitude, of such widespreading and far reaching injustice, that it never can have popular approval, and in fact, never ought to have such approval.

Furthermore, we are of the opinion that the average man—we like the term *average*, because it does not include cranks, visionaries, utopians, but takes in men of *common sense*, which is, after all, the *best* sense the world possesses—such men oppose boycotting, if for no other reason, than that it does more harm than good, often striking with disastrous force the very men it assumes to benefit.

There must be no misunderstanding in regard to the position which the Firemen's Magazine occupies in the discussion of labor problems. It is first, last, and all the time the champion of the wage men of America. Is it the question of organizing Brotherhoods, Trades Unions or Knights of Labor? We do not stop to discuss names—we are in favor of all organizations of working men. It is their right, their inalienable right, and we bid them Godspeed. It means elevation, dignity, better comprehension of rights and duties.

Is it a question of wages? Then by every agency known to honesty, fair-dealing, justice and equity, we would have the scale of wages elevated everywhere, upon the broad principle that where labor is well paid prosperity and peace prevail.

Is it a question of a less number of hours for toil, and more time for rest and mental culture? Then we are the ceaseless advocates of such a modification of existing rules and regulations, as shall conduce to the moral, intellectual and physical improvement of workingmen throughout the country. With these declarations we proceed to point out that boycotting, whatever may be the purpose of those who employ it, ought to be dismissed as a regulating force or weapon in the industrial affairs of this country. It must be admitted by all working men, as a fundamental right, that they may or may not, just as they may elect, join a labor union, by whatever name it may be called. Strike down that right, and the idea of *personal* liberty disappears, and exists no more in the United States of America than it does in Russia or Turkey, or in any other despot cursed land. Admitting this fact, it follows that a man who does not belong to a labor union, has as much right to work as the man who is a member of such an organization—upon the principle, that a man exercising one right cannot by any conception of justice, surrender any other right—hence a man exercising the right to stand aloof from a labor organization, does not surrender his right to seek employment and accept employment, when and where he pleases, and at such prices as he chooses to take, being, in this respect, independent, and any interference is a blow aimed at independence, at fundamental and inalienable rights, which cannot and will not be tolerated. Reasoning further. If a man has a right to seek employment where he pleases and accept employment at such prices as he pleases, then it follows, that the man, at whose hands he seeks employment, may employ him if he pleases, and at such prices as the two independent men may agree upon.

These principles, in our conception, are bed-rock, fundamental, primal, and to attack them is to attack the superstructure of liberty, freedom, personal

rights and all that American citizens hold dear.

The question arises, does boycotting as it is practiced in the United States, attack these principles? In our opinion it does, and is therefore a grievous error and ought to be everywhere discouraged and discontinued. Manifestly, we have placed ourselves under obligations to our readers, to state such reasons as we can command, to justify our conclusions. We have not the space to multiply illustrations, and a few must suffice, our purpose being to exhibit the injustice of boycotting to working men and totally innocent parties.

We will take a cigar factory, which employs, we will say, one hundred men, the proprietor, as we have shown, has the right to employ men without reference to membership, in the Cigar-maker's Union, hence, the employes may or may not be members of that organization, as is their right. The men demand various prices for their labor, as they have a right to do, and the proprietor pays such prices as he and his employes agree upon. In all of this, personal rights have been exercised—every one of which to a free man, is as dear as life itself, and cannot be surrendered without humiliation. The union at this juncture, we suppose, demands that all the non-union men shall be discharged. This is a blow aimed, not only at personal rights, but at laboring men who have committed no offense under heaven. Exercising their rights, they declined to join the union, exercising their rights they accepted such wages as their employer agreed to pay and were at work peaceably. At this juncture, how stands the case? One class of working men exercising a right, which no one questions, joined the union. Another class exercising the same right, decline to join the union, and for exercising this right the union working men make war upon them, and demand their discharge. This is despotism, a wrong of such proportions, that when its in-

herent injustice is exposed, honorable men cry out—shame. But if the employer concludes to continue the employment of the non-union men, what is the next step. If there are union men employed, they leave the factory, and if that does not sufficiently cripple the business of the establishment, then a boycott is ordered. When the boycott is established no union man is to purchase cigars made at the boycotted factory. Again, if any customer of the factory continues his purchases, he too is boycotted—as for instance, all stores, no matter what may be their line of business, if the boycotted cigars are found on their shelves, they too are boycotted, drug stores and grocery stores, etc., and the order is, that this boycotting business is to continue until the non-union men are discharged, or until they join the union. Then the boycott, to use a phrase, is *lifted*, and the embargo is revoked. And just here appears another phase of the boycotting business, which cannot be discussed without feelings akin to anger. The men *out of work*, because they *were at work*, now find themselves idle, without means to support themselves and those dependent upon them, they become mendicants and drift into crime, and when it is asked who drove them from employment to idleness? the answer must be not employers, not monopolists, but *workingmen, members of the union*. It is said that the way out of their difficulties, is to join the union, but there can be no certainty of success when voting is conducted with *black and white balls*, and in case of failure, a poor fellow finds that he is the victim of a double calamity—the loss of his rights, his personal liberty, and of opportunities to work. Again we will suppose the case of a newspaper, the proprietor of which employs printers without regard to membership in the printer's union. He simply exercises his right as an American citizen, and every man in his employ does but maintain the same inestimable prerogative. For doing this, a boycott is ordered, and

the decree is that to take the paper, to buy it, or to advertise in its columns, is to be visited with the penalty of boycotting. A merchant has a stock of goods, he desires to reach the public by advertising, but if he does advertise his wares in the boycotted paper, he too is boycotted, and thus the wrong proceeds and spreads, involving in its crushing influence men, women and children, who have committed no wrong against any one. It may be supposed that a contractor wants to employ a dozen men, but should he seek to acquaint the public with his necessities, he becomes a victim of the boycott, though the advertisement was clearly in the interest of labor. We have no purpose, other than to illustrate the operations of the boycott, in selecting a cigar factory and a newspaper establishment, they simply stand for any and for every other case of boycotting in the country, and those who feel inclined may at their leisure select any other case and with certain modifications, one boycott answers for the entire list. The American motto is "fair play." Boycotting is not *fair play*—it is *not* in consonance with American ideas of justice, it is fruitful of injustice, it does not recognize *personal liberty* and personal rights. It is violent, and if ever resorted to, should only be adopted when all else has failed and the wrongs complained of touch the very marrow of existence. It originated to punish a man who was cold and heartless, a petty tyrant who took advantage of misfortune to multiply the sorrows of his victims, and not because he hired Irishmen to work at such prices as were fixed by mutual agreement. We write with the hope that the time will never come when boycotting in the United States will be justifiable.

We write with a certain conviction that that direful period has not yet arrived, and we write in the hope that throughout the country, working men will discountenance boycotting as a means of redress for any troubles which may environ them.

SHANDY MAGUIRE.

It is common, indeed, almost universal, in referring to Joaquin Miller, to add, "the poet of the Sierras."—There is something poetical in the qualification. The mountains, around whose peaks the storm clouds gather, when the lightnings play their fantastic freaks, and where the thunder bolts are forged, are well calculated to vivify fancy and give poetic tendency to thoughts. Bryant has said

"The trees were God's first temples."

It may be true, but it may be the opinion of others, that the mountains are still more distinguished as the places where the infinite prefers to hold audience with man. Be this as it may, poets, from the days of David, "the sweet singer of Israel," down to the present, have directed their verse in certain currents, at least; however versatile they may have been, their fame has been established by virtue of their devotion to special subjects upon which they lavished the wealth of their wisdom and imagination. Homer wrote of war, Milton of Paradise lost and regained, Thompson, of the season, Young of the night, Moore of love, Byron of himself, Burns of the cotter, and Bryant of the forest. We could write of such poetic inclinations indefinitely. We mention them here, simply to say, that Patrick Fennel, (Shandy Maguire) may be most properly styled the "Poet of the Rail," and the volume of lyrics and poems which we have received from the author, naturally suggests the title, for the author in his preface tells us, "that a great many of the lyrics and poems were constructed—planned in the cab of a locomotive, many of them written by the flickering light of the gauge-lamp, or at an open furnace door." Pope tells us that

"As yet a child, and all unknown to fame,
I lisped in numbers, for the numbers came"—

And as certainly we believe that "Shandy Maguire" was born a poet and could no more resist writing in numbers than he could have resisted respiration, and it is this divine faculty of clothing the realistic, in the gor-

geous drapery of fancy, that constitutes the true poet. It is a mistaken idea that to write poetry the muse must wrestle with subjects, designated by common consent, as sublime. Such a theory, would at once remove to oblivion ninety per cent. of the singers the world has known and honored. We shall not attempt a criticism of those who have startled the world by their daring flights, nor yet, those who have made us laugh and weep as they touch our sensibilities, when in joyous or plaintive moods, but we confess to a preference for the latter school of poets. "The Cotter's Saturday Night" and "Tam O'Shanter's Ride," "Bonny Doon," and "Highland Mary," "The Last Rose of Summer," "Home Sweet Home," "The Old Oaken Bucket,"—but why extend the list! Our purpose being merely to indicate a preference, which is world wide, for that style of poetry which affords the largest sum total of delight to the largest number of people, and to say that the lyrics and poems of "Shandy Maguire" belong to that class. Their tone is light and joyous. They indicate a happy disposition—a love of the beautiful, the good, the true—faith in man and faith in God. To "Shandy Maguire" there is a bright side to everything except carping hypocrisy. From the "Memory of Youth," when

"In a listless mood reclining,
On the flower-spangled heather,
When the clover-scented breezes
Kissed my forehead with their balm,"

To *finis*, the volume before us is freighted with sentiments redolent with devotion to things of good report. To read them is to be wiser and better, to have a broader philanthropy and more appreciative understanding of those who are denominated "common people"—the great masses in whose hearts there are songs never set to music, yearnings for the beautiful all too seldom gratified, aspirations for better surroundings too seldom attained, to sing as has "Shandy Maguire," to such an audience, places him in the list of poets, at the head of which stands Burns, Scotland's immortal bard.

Had we the space, it would afford us genuine satisfaction to make such extracts from the poems of "Shandy Maguire," as would afford our readers, not only a treat, but enable them more fully to know their merits, but this we may say to the members of the Brotherhood of Locomotive Firemen, do not fail to purchase "Shandy Maguire's" poems. They will be esteemed a treasure worth vastly more than the cost. The author knows what it is to be a Locomotive Fireman, and although promoted to the responsible position of an engineer and now engine foreman of the D. L. & W. R. R. at Oswego, N. Y., he is still the fast friend of firemen, and of our Brotherhood. No amount of promotion could swerve him a hair's breadth from allegiance to the men with whom he has been associated from early manhood. His heart, head and hand constitute a holy alliance, and the wealth of his genius sweeps along in a resistless tide of song, designed to lighten the hours of toil and make the world brighter, especially to those whose life lot is to work for their daily bread.

The volume of poems contains 411 pages, and 140 lyrics and poems, and is embellished with a fine engraving of the author—"Shandy Maguire," a poet known to men of the rail throughout the continent. To the author who sings, as does the mocking bird, because he can't help it, we extend our heartfelt felicitations. Just in the prime of his mature manhood, may his songs flow on in the future as in the past, and when the time comes that the last station is reached, and the grim monster, *alias* friend, demands check or pass, may it be yielded up, as when the swan takes its final departure—with a song, and

Then though Shandy is gone, we will think of him
singing.

And we'll list to the tones of his enrapturing lyre,
And our hearts full of love, their offerings bringing.
Shall throb with dear memories of Shandy Maguire.

TO DENOUNCE spotters and those who employ the detestable creatures, like a motion to adjourn, is always in order. Black-listing is equally, possibly more, monstrously infamous.

OUR SOUTHWESTERN TRIP.

A trip to Texas, Missouri, Arkansas and Kansas, during the latter part of April, was in all regards most delightful and satisfactory. The charms of the vernal season were at their height—forest and field robed in green, with buds and flowers to embellish the picture made the voyage a continuous pleasure. Our trip extended to Denison, Fort Worth, Longview and Marshal, in Texas, to Sedalia and DeSoto in Missouri, to Little Rock in Arkansas, to Parsons, in Kansas, and East St. Louis, in Illinois. Everywhere we found the people wide awake, courteous and obliging. At the places named meetings of the Brotherhood, open and closed, were held and the true condition of the Order was ascertained to be healthy and progressive and the outlook hopeful and cheering—in fact there is neither discord nor discouragement. The Brotherhood of Locomotive Firemen was never better equipped to carry forward its enterprises than at present. In all our intercourse with railroad officials, we were treated kindly, and the purposes of our Brotherhood seem to be well understood. It is well understood that there have been serious disturbances on the Southwestern system of railroads. The men, as a class, are first-rate good fellows and in many instances have been seriously misunderstood, but we apprehend that out of all the trouble will come a better understanding and a better feeling all around. Existing wrongs will be rectified and a better feeling between employes and employers will be the final result.

We had the pleasure of meeting a number of the representative men of the Knights of Labor, and it must be said of the Order that it is not responsible for all of the wrongs committed during the period of the strike, and this fact is now well understood by railroad officials, and the civil authorities. The Knights of Labor were struggling to improve their condition, and others, not members of the Order, who committed excesses found it convenient to make the Knights respon-

sible. The indications are now flattering, that a better comprehension of conditions prevails and that it will be a long time before another strike will disturb railroad affairs in the Southwest. Looking back upon our trip, a full report of which appears elsewhere in the Magazine, we are pleased with the impression it has left upon our minds.

THE American Railroad Journal expresses the opinion that in making up trains and in switching, an engine having the power-brakes will handle fifty per cent. more cars than without these appliances. The opinion is further expressed, that every time a train goes over the road which is not supplied with these power-brakes the loss of wear, breakage, and the loss of link-pins, amounts from \$10 to \$15.

ERICSSON has invented a submarine gun which blazes away nine feet under water. British naval officers think it possible to get off one shot, but how to load and fire a fathom and-a-half below the surface, is what they shake their heads at doubtfully. But it may be said if the Yankees conclude to go a gunning under water they will do so and keep their powder dry.

It is stated that while two years ago there were 1,346 locomotives built in the United States, the number fell off in 1885 to 800, showing a decline in production of 546. Last year of the 800 locomotives built, 83 were exported leaving 717 for home use. Two years ago of the 1,346 locomotives built, 282 were exported, leaving for home use 1,164.

OREGON is proposing to regulate railroad traffic by stringent statute. Sometimes law-makers overdo the thing. In business affairs, a good deal has to be left to common sense.

It is announced that during 1886 Nebraska is to be the banner State in railroad building.—“Westward the star of Empire,” etc.

FRONTIER REMINISCENCES.

V.

Rest here to-night, beneath the cottonwood's kindly roof,

To-morrow's sun bright May shall bring.
Watch close for every track of shoeless hoof:
From every shaded gorge their arrows sing.

Red cloud had decided on attacking Fort Phil Kearney on the morning following the massacre. Had he known the feebleness of its defences he would have done so, but his losses appalled him, and had driven him from his resolution. The massacre, like the victory, was complete, only one riderless horse returned, whose empty saddle was daubed with blood. The Indian's decision evidently had been that "dead men tell no tales." At present they had no desire to make known their strength. Their object was plain—they were determined that only their victims should know—and die in learning. The garrison had yet no intelligence of the fate of the detachment that went out in the morning; but the returned horse, and the large bodies of Indians that hovered about late in the afternoon compelled them to accept harrowing conclusions. They passed a night of anxious watching and of fearful expectancy; on the surrounding hills could be seen the signal fires of the Indians. The brief blickering twilight of the evening had not brought the expected assault. The night was spent in preparing for the dawn,—another favorite time for Indian attack; but the attack was never made.

Red Cloud lost about 300 warriors during the fight, and many died of their wounds after. The Indians had calculated that the first volley would be the last; before the second volley could be rammed home, they would be on them with their tomahawks and lances. In this they were terribly deceived. The breech loading needle-gun had arrived a few weeks before, and this was their first knowledge of its existence. It was an instance where a complete victory was a crushing defeat. So discouraged were the Indians by their dreadful losses, that many departed for their homes that night. Red Cloud, in council with his chiefs, had argued in this way; while satisfied that the garrison must have been considerably weakened, yet they thought that if these men in an open prairie can fight with such bravery and effect, what must they do when behind the

logs of their cabins! The arms that the Indians had taken were of little use to them without ammunition, and the ammunition could not be had. Only the empty cartridge-shells were found with the dead. He did not wish to sacrifice his people without some reasonable hope of success. This conclusion had saved the Fort, and with it ended a campaign that had not yet begun. Some months previous in submitting his plans to the different tribes he said: "This is what we propose to have, they are ours, and we lose nothing in fighting for them." Red Cloud is worthy a place in the history of the country. It is to be hoped that the historian of to-day will be as mindful of Red Cloud, Sitting Bull, Geronimo and others, as the historian of the past has been of Red Jacket, Tecumseh, Tuscarorah and many brave chiefs who have figured in the early history of the nation.

The facts connected with the lives of these uncompromising defenders of liberty, would not only be interesting, but instructive, and of value to the student in years to come. Successive generations will look to us for our share of information concerning the shattered and fast diminishing fragments of a strange people that occupied this continent previous to the settlement of the whites. Then, when we mention them let us speak of them with truth; with the names of their representative men, tell of their deeds, and a few chapters of their life's record. Let the work of the romancer and poet be corroborated in history. The dregs of this great people are before us to-day. Our children will see the extinction of the race. Their degradation, their passions, and low moral standard is not due to the teachings and examples of their ancestors. They saw nothing in the white man to inspire their admiration. They despised a civilization that was founded on deception. The white man claimed to be a superior and failed to prove his claim. The Indian's simple and confiding character is obliterated. I was present at Fort Laramie, when a great number of Sioux had congregated there to receive provisions from the government through its agents. A sack of raw coffee contains about two-thirds corn, the sugar was filthy, thick and soggy, of a very dark red color. A young

Indian about twenty-five years, had spread a sack on the ground, like many others, to receive whatever was given him. A little pile of sugar was on the sack; he took up a handful of the sugar, and a handful of dirt, I stood close to him; he held out the handful of dirt and said "good," he held out the handful of sugar and said "no good," at the same time contemptuously throwing it from him, and scattering the contents of the sack in every direction with a kick. He jumped on his pony and flung back this sentence: "The entire life of the pale-face is a lie." I felt proud of him. I forgot that I was not an Indian.

I have mentioned that a portion of our duties at Casper was the running of the mail. The last day of April, 1867, saw the last mail party leave Casper, the post was soon after abandoned. The "detail" was composed of six of our troops, and the distance to be traveled, to Bridge's Ferry, was about eighty miles. There are many reasons why I should remember that ride. I will relate one: The day was fine, but having an oppressive quietness with just enough warmth in the sunshine to convince us that the icy grip of winter had relaxed. The thawing snow banks, remnants of the winter's howlings, made many little streams across the road, that otherwise was comparatively clear. These tiny rivers had in one or two places joined together and cut serious gashes, two or three feet wide in the hard ground. It seemed that morning that summer would come again. This road that we traveled was the old overland route to Montana, Idaho, Oregon and Washington Territories, but had long since been deserted. At the time of which I write it was used only by the supply trains to the different garrisons along the frontier. When nearing Deer Creek, where we camped that night, a meadow lark, the first and only bird that I had seen for a long time save the twittering snow birds and an occasional eagle that swooped amongst them, attracted our attention. The melancholy sadness of its brief song seemed to have overshadowed the entire party, with one exception, who was unusually cheerful. Why that little singer whose familiar notes, at other times so cheery, should impress us so, I never could understand, but whenever I

hear one of those little birds since, I think of the lark in the quiet, soft sinking sunlight of that evening, sitting on the sage-brush near the roadside, making what seemed to us such melancholy music. It is equally difficult for me to explain why I connect that little songster with what I am about to relate of the next day. He was entirely alone, his repeated calls received no answer. I remember distinctly how my horse pricked up his ears and turned his head to look at the bird as we passed. It would appear that his song was intended for our appreciation, as we were the only listeners. The appearance of the lark was the subject of conversation during the remainder of the ride to Deer Creek, and at the camp-fire that night were told many strange, interesting stories of Indian superstition concerning birds, their flight, habits, etc. One of the party declared that it was a warning, and urged that we should take the lower trail next morning. The lower trail would compel us to wade the north Platte, that was then very high, with a great deal of slush ice running madly through it; it was to avoid this that we took what was known as the upper road, though the longest. "Cheerful Baker," as he was familiarly called, or the "White Head" (he was a decided blonde) by which the Indians had afterwards designated him (his proper name was William Baker, and a native of Philadelphia,) laughed to scorn the suggestion of changing our course, "because," as he stated, "we met a bird that insisted on singing for us a tune older than Yankee Doodle, and didn't have half the variations; if," he continued, "we should take the lower trail and an ominous crow had crossed our path, I suppose, to obey the silent mandate we should at once retrace our steps, swim the Platte again, and take to the highway. Why that's worse than the Irish woman I knew, who on leaving her home to transact the simple business of marketing or to visit a friend a mile or two away, and the first person she met had red hair, particularly a 'foxy woman,' she would at once return for a new start." The smoke of our camp fire that night passed in its flight, the bodies of two Indians that slept in the trees above us. It was in the very early dawn of the morning that we discov-

ered them, though we often had camped and passed in the vicinity, we had never noticed them before; yet they had been swinging peacefully amidst the branches of the kind old cottonwoods for a long time, securely wrapped in their furs and robes. It was an Indian burial place.

We made an early start the following morning, and by a lively gait had crossed the clear running little Box Elder before 9 o'clock. Rising gently above its banks, and stretching out on every side is an immense elevated table-land that comes down from the mountains on an almost imperceptible incline. From its high, broad surface, was a grand extended prospect. Yonder to the left and east of us is the beautiful little valley of the Box Elder, into which quietly drops this elevation; indeed it would be hard to tell where this table-land ends and the valley begins. Beyond could be seen the waving tops of the trees that marked the course of the Platte, and still further away are the irregular conical shaped pyramids of the "Bad Lands" that look like a chopping sea on the horizon. Directly in front about six miles distant, stands out boldly and prominently a high, rugged and savage looking bluff. I never did like its sentinel-looking appearance; from that day I hated its memory. Winding around its base runs La Perle creek, and within the distance of its shadow, Fort Fetterman has since been established. Over this hard and level piece of country we took up a spirited canter, but scarcely had we started when on looking down the valley, we saw quite a large herd of stock lazily browsing on the young grass; at several places amidst the trees, bordering the stream, rose thin graceful columns of light blue smoke. It was a most happy but to us a deceitful looking scene. If one could suddenly be transported from a quiet farm landscape, on some tributary to the Hudson, to what we were now looking at, he would see no difference in the peaceful-looking surroundings. A flock of sea-gulls would not have astonished us any more than did that herd of stock. Quickly drawing rein, we wondered where they came from. They were about five miles from where we stood.

Riding towards the rear of the high bluff, was a solitary horseman; we could just discern

that it was a horseman; he was coming from the direction of the herd, and was losing no time. It would be a small object indeed, that moved within the circle of our vision and escaped our observation; so trained and sensitive did our sight become from a constant vigilance during those years. We concluded this herd was run off from some wagon train on the lower road, and the Indians drove them here for shelter and safety. This proved correct. But where were the Indians and who was the horseman that disappeared behind the bluff? Baker reminded us that this was the first of May and "the Indians must have gone a Maying." We continued our journey, but slower, sparing the horses for what we expected. The country about La Perle, or rather at the point where we would cross it, was a labyrinth of ravines, narrow and winding, many of them clogged with the thick under-growth that grew about in profusion. As a place for ambush it was well chosen.

A few days previous, a band of Indians had attacked a wagon train of ten wagons—it was a sutler's supply train for Fort C. F. Smith on the Powder river. The train had encamped on the Platte late in the afternoon, giving the tired oxen their liberty under the care of two herders. The Indians awaiting this opportunity behind the low bluffs, dashed out and cut off the herd from the camp, the herders barely making their escape. They took their time in driving them across the river, and allowing them to wander up the meadow-like valley of the Box Elder where we had seen them. The Indians then returned to the wagon camp. The oxen were of no use to them whatever, but simply as a means; they were in no hurry back, the wagons would await their pleasure. The teamsters, however, lost no time in preparing to receive them. They knew enough of the Indian to know that the wagons were the primary object of their attack. In the camp were fifteen men and one woman, well armed, and having a goodly supply of ammunition. The Indians were about 200 strong. The wagons had been corralled, and within their circle, close to the wheels, the teamsters threw up breast-works. Here buried in the ground, with their Winchesters peeping between the

spokes, the Indians found them on their return. In their first, wild, reckless charge, they had made this discovery, and paid dearly for the information. A line drawn from this camp, crossing the river, and extending slightly north of west a distance of ten miles, would reach the point where we had first seen the cattle. The Indians had videttes watching both roads. It was the third day, as we afterwards learned, since their first attack on the wagon train, that they discovered our approach on the upper trail. Knowing the course that we would necessarily be obliged to continue, they immediately secreted themselves in the numerous ravines that rent the region of La Perle. They were hurried in doing so, owing to the lively time that we were making. The horseman that we had seen was one of the last that made the shelter of the bluff; the smoke rising above the trees came from their camp-fires. Arriving at La Perle, we saw, while crossing its soft, clear sand, a large, fresh moccasin track. Strange enough there was only one, nor was there any pony track, but that one was unquestionably fresh. After carefully examining the ground about, we proceeded with our pistols cocked in our hands. Our horses occasionally snorted, as when frightened by a buffalo robe, or at the near approach of an Indian. The ravines, with their thick brush and sharp angles, were more than half passed; we could see the long, clear road ahead; suddenly came their wild war-whoop, and the entire band swept down upon us.

With the first volley poor Baker fell. They made an attempt to keep us in the defile, but we gained the open country, and then commenced a fierce running fight. Our object now was to make a low bluff that stood about a mile ahead. From its summit we could fight to a better advantage. The Indians saw our intention, and were determined to frustrate it. It now became a desperate race for the bluff. Right across our path the snow-water had dug a trench that we feared the tired horses could not take, but we passed it. About fifty Indians had reached the farther side of the bluff, dismounted, and were leading their ponies up its rugged face, when we struck its base at the other side. Two of our horses took their

riders up the steep, and won the summit; the remainder of the party followed on foot, keeping up the fire. On the top the battle was renewed in earnest, but it was brief. In less than twenty minutes the Indians withdrew, sheltering behind a rising ground about 200 yards east; from here they issued and entirely encircled the bluff. This movement we considered sealed our fate. With their numbers they could crush us; but I presume when they had examined the body of Baker, and finding how we were armed and supplied with ammunition, they concluded not to dispute our right of possession. They, on the contrary, had but a few firearms, and those were of the old pattern; but their supply of arrows, judging from the manner in which they were used, was unlimited. While we held the bluff, their arrows were useless. Again they sought the low hills, and, lying flat on the ground, they rested their long, muzzle-loading rifles upon their rounded tops, and commenced a target practice; at the same time on the plain on the other side stood a body of nearly a hundred, with a most threatening movement of imminent approach. We quickly made a circle of our horses, and standing within, with the reins hanging loosely on our arms, and our carbines resting on the saddle-seat, we undertook to defend both sides. In this manner the firing continued for a long time. Then the chief, riding far out on the open plain, called the entire band about him; they seemed to come from every quarter, and from the shelter of every knoll. A strange scene was that—a serious one for us. The background of this picture was the Laramie range; the bright, warm day lit up the long, dark pines against the snow that yet laid deeply in the chasms that ran down the sides of the mountains. The Indians gathered promptly in that wild, disordered discipline so peculiar to them. There was our court, and we knew that only one sentence could come from it. We expected none other. We had thought, from their movements, that they had decided to make a scattering charge for the bluff, and drive us from it. They doubtless would succeed in reaching us, but they could never drive us from it; we were determined to remain there to the end of the chapter, and indeed,

so reconciled were we to the belief that the chapter was about to close, that one of the party took a list of our names, with the address of our parents or friends, telling how we were killed and where our bodies would be found. This he placed under a stone at the foot of the bluff, leaving a portion of the paper exposed, so as to attract the attention of any one who might come that way. The first name was Herbert Von Hamersteine, as polished a gentleman as ever graced a parlor or gave pleasure by true, unaffected politeness, and as brave a soldier as ever fired a shot or swung a sabre. He had participated in the Crimean war, and during the rebellion was a major on McClellan's staff. His life was very interesting but sad. I will merely state here that his body was found in the Missouri river, near Omaha, several years ago.

Greatly to our relief, we saw the Indians leaving us, going in the direction where we had seen the cattle. We did not insist upon their remaining, nor invite them to call again, nor asked them why they should hurry away; we did not even offer them a lock of our hair—which I have no doubt they would gladly accept—as a memento of our companionship; indeed, I have since thought that our want of courtesy in this respect had disgusted them; but young Con. Sullivan, standing on his tiptoes, shouted to them "Cowards!" which I did not believe they deserved. We left one horse on the bluff; two others were quite badly wounded, but were able to travel; we needed them sadly. It was a few hours before sunset when we took our departure from the bluff; all walked except one, who suffered from an ugly arrow-wound. We arrived that night at Bridge's Ferry, at 1 o'clock, tired and hungry.

Poor Baker, the night before we left Casper, had his hair cut as close as scissors could cut it, laughingly remarking: "I'll fool the Indian that takes my scalp." They scalped him, but it never adorned the wampum belt of a brave, or hung as a trophy in the smoke of a wigwam.

Tim Fagan.

[TO BE CONTINUED.]

IS OUR CIVILIZATION JUST TO WORKING-MEN?

Is our civilization just to workingmen? It is not! Try it by whatever test you may and it will be found glaringly, bitterly and increasingly unjust. If it does not seem so it is because our moral perceptions are obscured by habit. The tolerance of wrong dulls our sense of its injustice. Men may become accustomed to theft, murder, even to slavery—that sum of all villainies—so they see no injustice in it, yet that which is unjust is unjust still, and whoever will go back to first principles, will see that it is unjust. Work is the producer, the fashioner, the bringer forth, the means whereby intelligence moulds matter to its purpose. And what kind of a world is that in which we find ourselves? It is a world in which only the raw materials are furnished us—a world in which human life can only be maintained, human wants supplied and desires gratified by work. Beasts, birds and fish take the food they find and are clothed they know not how, but man must work. Created in the image of the Creator, he in a lower way must create in his turn. Food, clothing, shelter—all the things we call wealth—are brought into being by work. Nature yields to labor and to labor alone. These are truths which every one will admit. The first man knew them.

Imagine that in the slumber of the night, the first man stood by your bedside in one of those great cities, which are typical of our civilization, and asked you to take him through it. Here you would take him through wide and well paved streets, lined with spacious mansions, replete with everything that can enhance comfort and gratify taste, and adorned with magnificent churches. Again, you would pass into another quarter, where everything bears evidence of destitution and want, where families are packed together, tier above tier, sometimes a whole family in a single room. Which quarter do you think Adam would understand you to mean if you spoke of the workingmen's quarter? Knowing that wealth comes by work, would he not necessarily infer that the fine houses were the homes of workingmen, and the poor squalid houses the homes of the people who did not work?

You might by ocular demonstration convince the simple old man that the very reverse of this is true, but how would you convince him that it is just? Here is the eternal law—Wealth comes by work. Here, wherever our civilization extends, is the social fact: Those who work hardest and longest, those whom we style the working classes, are the poorest classes. The very term workingman is synonymous with poverty. A workingman's hotel is everywhere a poor hotel; a workingman's restaurant is a miserable restaurant. In a workman's store you will find only the cheaper and coarser goods. What physician wants a workingman's practice if he can get any other? What minister a workingman's church? Who wishes his son to become, or his daughter to wed, a workingman? We prate of the dignity of our labor, facts give our words the lie.

Labor is everywhere condemned and despised, everywhere it shrinks to a back seat—aye, even in the house of God!

Magnificent churches are dedicated to a carpenter, to a fisherman and to a tent-maker but are they the workingmen? Are their well-dressed congregations composed of the class to which the carpenter, the fisherman and the tent-maker of eighteen centuries ago belonged? Why, even in the cathedrals of that church which boasts that before her priesthood all are equal, the carpenter, the fisherman and the tent-maker of the present day must go into the five cent place or ten cent place. The good places and the soft seats are for the people who have got above labor. It were idle to complain of this. The prettiest theory must bend to the logic of facts. God intended labor to be honorable among men. That is clear, for he made wealth the reward of labor, but some how under the civilization of which we are so proud, labor has been divorced from its natural reward, and this being the case, the signet of respectability is gone. But it may be said, in speaking of workingmen—we mean, for the most part, mere hand workers—manual labor is but one kind of labor.

The great agent of production is mind, not muscle. Granted that the more intelligent work—the work we call brain-work—ought to be paid more than mere manual labor; this does not prove that manual

labor should be rewarded with poverty. What can the brain produce without the hands? Suppose Adam, when driven from Paradise, had set himself under a tree and resolved to make a living with his brain, what would have become of him? Suppose the hand-workers were to stop work to-day! What would become of the brain workers? Furthermore, is not all hand work brain work, and have not those in the ranks of hand workers just as much natural intelligence as those in any other walk of life? But I make no narrow definition of the term workingman—whoever does productive work of any kind is really a workingman. But all exertion is not work. The gambler I do not consider a workingman, whether he gambles with dice, or cards, or stocks, or produce. The thief I do not consider a workingman, whether he picks pockets or wrecks railroads. The confidence operator I do not consider a workingman, whether his gains be dollars or millions, and whether he dwells in an almshouse or a palace, whether he rides in a prison van, or in a coach and pair. A man may toil from early manhood to hoary age to increase his gains; he may in the struggle for wealth, wear out his body, distort his mind, warp his instincts and lose his soul, and yet not be a workingman if his struggle be mere to take—not to make. But him I call a workingman, who with hand or with head takes the part of a producer in the complex machinery with which human wants are satisfied. And using the term in its broadest sense, I still insist that our civilization is unjust to workingmen. Is it not notorious that brain work is, on the whole, as much under paid as hand work? Are there not many brain workers, who, at times, are tempted to envy the hand worker. How many authors, inventors, newspaper writers and teachers do you know who have got rich by work? I do know of some newspaper writers who have become rich, but it has been by being let into "fat things;" I do know of some teachers who have made fortunes, but it has been by success from speculation. I do know of some authors who, by the sheer earnings of their pen, have bought themselves what most of us would call a fine house, though not as good as the stables of some millionaires. Even

in business, do not statistics show that something of ninety-five per cent. of all that start fail! Getting rich by hand work is utterly out of the question, and if you have a strong, vigorous brain and want to get rich, use it not to do productive work, but to appropriate the work of others. Do not think I envy the rich. I am not one of those who think "they did not know everything down in Judea." I think the Master meant it when he said: "It is easier for a camel to pass through the eye of a needle than for a rich man to enter the kingdom of God."

But poverty in such a civilization as ours does not merely mean hard work and poor fare, but the blunting, of the intellect and the cramping of the soul. The injustice of our civilization to working men is not so much that it deprives them of physical gratifications they ought to enjoy, but that it deprives them of higher things—leisure and opportunity for mental and moral improvement.

The working class is everywhere necessarily the least intelligent and cultured class. Go into our prisons and you will find them tenanted, not from the rich, but from the poor. Inquire into the history of the girls you find at night walking the streets of our great cities—in nine cases out of ten, poverty placed them there. Not is it strange it should be so.

Harry Keler.

A GHOST STORY.

"Do I believe in ghosts?"

The above question was asked by a friend; I laughed at the idea and replied in the negative, but I had an experience shortly after which caused me to change from a doubting skeptic to a firm believer in the supernatural.

One cloudy afternoon in April, some years ago, I was strolling down one of the principal thoroughfares of Philadelphia, trying to kill time. I had made arrangements to start for the west that night and was trying to put in the time until the train started. I was walking in a half reverie, thinking how I would spend my time in the west. I was roused from my lethargy by a sharp blow upon my shoulder, and on looking up beheld a friend,—Mr. St. Claire, holding out his hand to me. I expressed my delight at

meeting him and immediately asked him to join me at supper.

We walked along together and I incidentally remarked that I was to start for the west that night. As soon as I mentioned the west, my friend became all attention.

"How far west do you go?" he asked.

I make my first stop at Cincinnati, beyond that my plans are not formed; I shall be guided altogether by circumstances after I reach that point.

His next question was, "will you do me a favor?"

I replied in the affirmative, for the memory of several favors received from him was still fresh with me.

After my answer he was silent for a short time, then turning to me he said, "I have \$1,500.00 that must be paid to a party at Latrobe before 9 o'clock to-morrow morning; it is too late to get a draft as I intended; my collections detained me after bank hours and I do not care to express the money. I intended to hire a messenger to take the money out and deliver it, but if you will act for me I will feel better satisfied and safer in every way."

He then explained that the money was a balance due on a stock transaction and should have been paid that day.

I willingly accepted my friend's task, and we turned into a restaurant for supper. While there I received the money and final instructions. The notes I put in my wallet and stowed away in my inside vest pocket—there was a small amount in gold, this I put in my hip pocket. As we lit our cigars and prepared to leave the restaurant, St. Claire said:

"Harry is a good fellow and will make the few hours you spend at Latrobe, pleasant."

St. Claire saw me to the train and insisted on buying my sleeping-car ticket as part payment for the service I was rendering him. As he shook my hand at parting, he said, "wire me as soon as you have paid the money." This I promised to do and went to my berth.

I gave the porter orders to call me in time to dress and leave the train at Latrobe, rolled over, and was soon sleeping soundly.

I was awakened by the train stopping suddenly, I heard the break-shoes rubbing

against the wheels, and as I turned in my berth I came to the conclusion that an accident had occurred. I pulled my curtain aside and looked out: I recognized the spot; we were standing at the mouth of a tunnel where several years before, when I was rail-roading, I had been in a serious wreck. There were three tramps killed who were stealing a ride on the colliding train. These men were buried in a little hollow beside the road and about opposite my car.

An irresistible desire seized me to go down and look at the graves. I turned out, dressed and left the car. I walked across the east bound track down the embankment, and for the first time since the burial, stood beside the graves.

How long I stood there I do not know, but when I walked up to the rails again my train was gone. You can easily imagine my feelings as I stood there alone among the mountains. The night was gusty, with the moon full. At times the moon would be shining brightly, a cloud would sweep across the heavens and all would be darkness.

My mind was soon made up to what course I would pursue. I knew the train had a section and I determined to stop it if possible. I climbed up one of the approaches to the tunnel and took off my coat to signal the train. I could hear it as it came up the mountain. At times as it shot around a curve I caught a glimpse of the headlight. The train came nearer and nearer and at last rounded the curve and entered the straight line leading to the tunnel. I raised my hand to signal it; just then a heavy cloud swept across the moon and all was darkness. The train darted into the tunnel and was soon out of sight. I resumed my coat and slowly descended to the track. My situation was very serious. I was far from any telegraph office, I was alone with \$1,500.00 of my friend's money and was unarmed, for I had left my pistol under my pillow in the sleeper. I could not possibly reach Latrobe at the appointed time—the result would be, my friend would be ruined and I would be branded as a thief.

The stillness was awful, no sound to be heard except those calculated to instill the most gloomy thoughts. The croaking of the frogs along the river, the drip of the water

from the roof of the tunnel, or an occasional hoot of an owl far up among the mountain timber. I knew a track-walker lived at the other end of the tunnel, and I determined to walk through and get him to signal a freight train so that I could ride to a telegraph office and inform my friends what had happened.

I approached the tunnel with this intent, when I perceived something that made me halt. Moving about in the tunnel I saw a pale, sickly light—a fear came over me such as I had never before experienced. The light approached and I stepped backward once more into the moonlight. As the light came to the opening it assumed a tangible shape and I recognized one of the men killed in the wreck and buried within a stone's throw of where I stood. There was not the slightest detail wanting. He stood there as I had looked upon him on the day of the inquest—there was a cut on his forehead from which the blood had trickled down to his beard, the cut was there and the blood was dried on his matted beard. As I stood there looking at this resident of another world, I believe my hair stood on end; my limbs became as heavy as lead, I could not move; large beads of cold perspiration stood out on my face, and I trembled like an aspen leaf, my eyes were riveted on the strange figure before me, it stood motionless for some time then raised its right arm and pointed up the mountain. I looked up and saw another of the men killed in the wreck, but the cloud had passed and this had no effect upon me. I was scared as badly as a man can be scared. These two figures stood together for some time, then walked down into the hollow to the graves. I had lost all control of my actions and when one of the figures motioned me to follow, I mechanically obeyed. When I reached the graves, the three figures were there, the third man had turned up while I was groping my way down the embankment. I knew that I stood in the presence of the supernatural—these figures were not of earth. I tried to speak but my tongue clove to the roof of my mouth and I could not make the slightest sound. The figures seated themselves around one of the graves and I watched them intently. One of them made a sign for me to approach, I found my tongue

and cried out: "Who and what in heaven's name are you?" The first figure raising from his seat on the grave, raised his hands and chanted:—

"Stranger from the realms of life
Where everything is care and strife,
Welcome to these haunted grounds,—
Welcome to these lonely mounds.
Welcome; amen."

The three figures joined in chanting the last welcome and amen, then motioned me to join them. They rolled a stone up for a seat and I sat down. They chatted for a while when one of them drew out a pack of cards and began to shuffle them in a slow and thoughtful way. No. 1 said:

"Let us play!"

"What shall it be?" the other two exclaimed, looking at me.

I said, "whist."

The cards were dealt but before the play began, one of my unearthly friends said we must play for something. Another took a handkerchief from his neck and proceeded to smoothe it out to play upon. It was matted together with blood, and the sound still rings in my ears as I heard him tear it apart that night. The stakes were deposited and the play began. I was very fortunate, winning considerable. I began to regain my usual spirits when an incident occurred that threw me into gloom once more. The player on my right had the lead and played the king of hearts, I held the ace, took the trick and led the queen. The player who played the king, not having suit or trump, was obliged to throw away on this trick. I leaned over and said, "never lead the king when you hold it bare," at the same time laying my hand on his knee. The clothing fell away as I did so and my hand rested on the bare bone of a skeleton leg. I recoiled in horror and played on in silence for some time; when one of the players said:

"There is a card in this pack that is fatal to you, and if you hold it and three others of the suit, will bring misfortune to you."

The player on my right was dealing at the time, hearts were turned trumps, and on looking at my hand I found I held the entire suit with the exception of the turn-up.

My thirteenth card was the ace of spades; I played this card and took the trick, I then played the ace of hearts, it had scarcely

been laid down when the three figures exclaimed together:

"The fatal card!" At the same time pointing to the card.

As I looked at them the flesh faded away, a pale light encircled the three figures and I beheld three skeletons pointing their bony fingers at the card. Everything swam before my eyes in a confused mass and throwing up my hands I fell forward in a fainting fit on the ground. How long I remained unconscious I do not know, but when I returned to consciousness the porter of the car was shaking me, saying:

"If you want to leave the car at Latrobe, you must get up and dress."

I felt relieved when I found it was all a dream, but I never pass that spot without thinking of the night I played cards with the ghosts.

M. —

LABOR DISAGREEMENTS.

In these days, when the press of the whole world is filled with accounts of the exactions and cruelties of capital, and the strikes and boycotts of labor, a few sober words on this vexed theme may not be out of place. If both sides were inclined to follow the old and safe rule, designated as the Golden Rule, there would be an end of all this strife and discord, for whenever this rule is applied, it will at once produce harmony and regard for the rights of others, for it will put us on the other side to view our actions, and consider their result. The rule "That whatsoever ye would that men should do unto you, do ye even so unto them," would be a specific for all labor troubles, for whenever the men of money applied the rule to their conduct, they would find that, just as they want and are entitled to have a fair return on the money invested in an enterprise, so is labor engaged in it also entitled to a fair remuneration for its services. The capitalist would be compelled by his own love of ease, to accord to the laborer's request for shorter hours of work and more time for enjoyment, and while claiming a fair division of profits of a pool into which he enters, he must of course be just as ready to divide fairly with his workers, and to give them an equitable share of the profits

derived from said labor. But while this rule would prove beneficial to employes if it were followed by employers, it would also be to the benefit of employers, if employes would be ready to practice the same rule. For instance, a proper regard for the rights of employers would make employes more careful of the material such as fuel, oil, etc., which they use, and often waste, under the impression that "the company is rich; they can stand it." Many a man in railroad employ would not waste material of his own, or allow anyone in his employ to do so, yet feels no compunction of conscience in causing unnecessary expense by a lavish use of materials. Again, thousands of employes content themselves with eye-service, —working while under the immediate supervision of their foreman, and then shirking all duties they possibly can. These men would not tolerate such conduct in an employe of theirs for one day, yet it is often the case that these very men are the most radical in condemning the extortion of capital. The Golden Rule would make employes as careful of company property as they would be of their own; it would make them remember that they ought to give an honest day's work for an honest day's pay, and it would thus benefit the employer by giving him more faithful and trustworthy servants, and with such servants his profits would increase, and again give him the means of still further increasing the wages and enjoyments of his workmen. The golden rule thus followed out and lived up to, would eventually prove itself golden, for it would not only prevent discord and strikes and promote harmony, but it would also be of pecuniary benefit to both sides.

In thinking of the Golden Rule and its application to human affairs under various circumstances, I have been led to inquire: Suppose A commits a crime, and persists in his assertions of innocence, and still carries on depredations against society. B obtains an insight into the character of A, and has evidence sufficient to convict him. Now, according to human nature, A would rather not be convicted, and B, in attempting to follow the Golden Rule places himself in A's position, and knows that if he, (B),

were in A's place, he would rather not be punished. The Golden Rule saying, 'Whatsoever ye would men should do unto you, do ye even so unto them,' would seem to tell B, that as you would want to get away if in A's place, so you ought to let him get away. Yet, what would become of justice if this were done?" I would like to know what some of our brothers well versed in 'the law and the prophets,' would have to say on this case.

X. L. C. R.

WASHINGTON'S BIRTHDAY.

"Blow, blow, thou winter wind,
Thou art not so unkind
As man's ingratitude."

—Shakespeare.

Washington's birthday, that should be one, if not the greatest national holiday, has degenerated to a dull memory, growing dimmer every year. He who gave us the glories for a Fourth of July, surrounded by the associations of our independence, seems to have been buried in the abyss of our ingratitude. It is true that our school books speak of Valley Forge and the crossing of the Delaware, but the brevity with which they are entered in every new edition is chilling to the admirer of the Republic, its institutions, its history and life struggles. How long before the great scholar of history (?) will demonstrate to us that no such person ever existed, that Washington, like William Tell, is a myth?

It appears that it remains for those who have felt the crushing heel of an European despot, having yet the horror of the tyranny in their souls, to set to our youth an example showing their appreciation of a form of government that gives the widest possible field and greatest encouragement to all pursuits leading to the happiness of the whole people, by consecrating one day in the year to perpetuate the memory of our first and greatest chief, the Miltiades of the republic—Washington—a bold and fearless light, standing out at the very dawn of our existence, like the flash-light on our coast that guides the mariner to a harbor of safety, and forgotten when the shore is gained.

Silence every anvil and bench, that our rejoicing may be full and complete. Let the municipal, state and national governments give to the day all the honor that is due to

the glory of his achievements, that our children may learn that such heroic deeds and noble example of character and worth receive the homage of our highest admiration, and are cherished with gratitude in the hearts of his countrymen. Let the street pageant be an illustration of his life's history, and though it may lack the gingerbread flash of the sordid Mardi Gras or Veiled Prophets, yet it will carry with it a beautiful lesson for the rehearsal of our youth and the guidance of successive generations.

Tim Fagan.

SELF-CONTROL.

Self-control is the highest form of courage. It is the base of all virtues. It is one of the most important, but one of the most difficult, things for a powerful mind to be its own master. If he reigns within himself and rules desires, passions, and fears, he is more than a king. Too often self-control is made to mean only the control of angry passions, but that is simply one form of self-control; in another—a higher and more complete sense—it means the control over all the passions, appetites, and impulses. But if a man gives the reins to his impulses and passions, from that moment he surrenders his high prerogative. He is carried along the current of life, and becomes the slave of his strongest desires for the time being. To be morally free, man must be able to resist instinctive impulses. This can only be done by the exercise of self-control. It is necessary to one's personal happiness to exercise control over his words as well as his acts, for there are words that strike even harder than blows, and men may "speak daggers," even though they use none. The wise and forbearing man will restrain his desires to say a smart or severe thing at the expense of another's feelings, while a fool will speak out what he thinks, and will sacrifice his friend rather than his joke. No man is free who has not the command over himself, but allows his appetites or his temper to control him; and to triumph over these is, of all conquests, the most glorious. He who is enslaved to his passions is worse gov-

erned than Athens was by her thirty tyrants. He who indulges his sense in any excess, renders himself obnoxious to his own reason, and, to gratify the brute in him, displaces the man and sets his two natures at variance. We ought not to sacrifice the sentiment of the soul to gratify the appetites of the body. Think you it demands no power to calm the stormy elements of passion, to throw off the load of dejection, to repress every repining thought when the dearest hopes are withered, and to turn the wounded spirit from dangerous reveries and wasting grief to the quiet discharge of ordinary duties? Is there no power put forth when a man, stripped of his property—of the fruits of a life's labor—quells discontent and gloomy forebodings, and serenely and patiently returns to the task which Providence assigns? Did you ever see a man receive a flagrant injury, and then reply calmly? That is a man spiritually strong. Or did you ever see a man in anguish stand as if carved out of solid rock mastering himself, or one bearing a hopeless daily trial remain silent and tell the world what cankered his peace? That is strength.

Time would fail to tell of the means of those who, through faith in principle, and in the face of difficulties, anger, and suffering, have fought the good fight in the moral world. He who has this aim lives to be what he ought to be, and to do what duty requires. To him comes fame, delighted to crown him with honor. But it must be cultivated properly. One exercise of it will not win us a victory. We must, by constant repetition of efforts, obtain at last the victory which will bring us repose, which will enable us to say to the raging waves of passion: "Thus far canst thou come, and no farther." We must be faithful to ourselves, faithful in our watch and ward over tongue, eye, and hand. It is only by so doing that man comes to the full development of his powers. It is alike the duty and the birthright of man. Moderation in all things, and regulating the actions only by judgment, are the most eminent parts of wisdom. "He that ruleth his own spirit is greater than he who takes a city."

G. H. Whitney.

PROHIBITION VS. SOBRIETY.

It was my good fortune lately to listen to speeches made by the representatives of several of the labor organizations. Among them were represented the Brotherhood of Locomotive Firemen and the Knights of Labor. The principles of these organizations are, in the main, very good, especially that requiring sobriety as a qualification for membership. No man that is a habitual drunkard is admitted to membership. I was truly glad to learn such to be the case. The only regret on this subject was, that while they justly debar the unfortunate inebriate they countenance moderate drinking, the very habit that leads to drunkenness. Then the inevitable result will be one of two things. They will be compelled to retain unworthy members in their organizations, or to be under the painful necessity of trials and expulsions for drunkenness. Either of these results will not only be an annoyance to the Order, but will be more or less damaging in its influences.

To retain dissipated members in the society will be, in a large degree, to disqualify it for carrying out the designs of the organization—a just and discreet protection of the laboring classes from the oppression of corporations and capitalists, for the simple reason that any man or set of men under the influence of intoxication is unfit for the transaction of any important business. Again, to be under the necessity of arraigning and trying members for dissipation will, of necessity, create division and contention among the membership, for every man, no matter how drunken and worthless he may be, has his friends, and those friends will be inclined to oppose his expulsion. In the event of an expulsion the friends of the expelled are liable to become offended thereat and seek to take revenge on the friend of somebody else, consequently confusion and disintegration are liable to be the result.

The above are some of the evils liable to spring out of the rule of those orders on the subject of drinking. The rule is good as far as it goes, but stops before it reaches the goal. Where then is the remedy? Simply extend the rule to a total prohibition of intoxicating beverages and you cover the whole ground. Never admit into the rule

a license that will result in the manufacture, within the precincts of the Order, the character that you debar from its privileges. The objection may be raised that such a rule would cut off so many that the membership would be too weak to be efficient. I answer: The strength of an organization does not depend so much upon numbers as upon the integrity and faithfulness of its members. To illustrate: The perpetuity of our free American government does not depend half so much upon the number of her citizens as it does upon their faithfulness to the principles of free government and to the mandates of law.

There are advantages that would accrue to those orders on the "touch not, taste not" basis that they can never attain under their present organic law on the drink question:

1. Being entirely free from drink they would be more reliable as operatives.
2. Being more reliable their services would be more in demand than others.
3. The increased demand for their services would naturally increase their wages.
4. Capitalists and corporations would rather trust their machinery and interests in the hands of that kind of men.
5. That class of laborers would be more likely to be men of cool, clear heads, as well as business habits, hence not likely to make unjust or unreasonable demands of capital.
6. Such a state of things would tend greatly to identify the interests of capital and labor and bind them as fast friends.

W. M. Allen.

MARSHALL, TEXAS.

THE RIVER TO CROSS.

There's always a river to cross;
 Always an effort to make
 If there's anything good to win,
 Any rich prize to take.
 Yonder's the fruit we crave,
 Yonder the charming scene;
 But deep and wide, with a troubled tide,
 Is the river that lies between.
 For rougher the way that we take
 The stouter the heart and the nerve;
 The stones in our path we break,
 For e'er from our impulse swerve,
 For the glory we hope to win
 Our labors we count no loss.
 'Tis folly to pause and murmur because
 Of the river we have to cross.



False Doctrine.

MESSRS. EDITORS: In a late issue the American Machinist has an editorial under the above caption, which, for purposes explained hereafter, I will quote in full: "The New York Sun, taking for its text a recent address by Charles Francis Adams to the students of Harvard College, argues that in future there will be little opportunity for men to obtain prominent positions in railroading, except they begin with a college education. This is not the lesson of the past, nor is there any evidence that it will be the rule of the future. Without underestimating the advantages of a college education, it always has been a fact—and it is as reasonably certain as anything can be that it always will be—that men have risen to prominent positions who had the will, the determination to rise, coupled with the inherent ability, without much reference to early educational advantages. This is a natural law, the changing of which is beyond the power of all the colleges in the world. Unless a young man has the will and ability, which no college can bestow, he will never fill the position: if he has these, lack of college education will not keep him out of it. The work of climbing up may be a little harder because of the lack of education, but this will only be one more obstacle—and by no means the hardest—to surmount. Any argument contrary to this is opposed alike to common sense and the teachings of the past.

"The number of college graduates, with no other qualifications for earning a living than the education obtained there, is becoming alarmingly great; and in one sense the advice of Mr. Adams and the Sun, in effect that they begin the 'profession' of railroading at the brake and on the footboard, may be good, viz.: as pointing out a way of earning an honest living. But for those who have that in them which will enable them to rise, it will have no further value than, perhaps, turning attention from some of the so-called learned professions, already overcrowded. The expressed opinion that there is in the future no room for those who start with little book-learning, will and ought to have no weight in hindering those who have determined to rise from persevering."

In last month's Magazine I noticed and reviewed the article in the Sun, which is the cause of the editorial above quoted. One generation has hardly passed away since the introduction of railroads, and now they cover the land with a network of rails, whose meshes are getting smaller every

year. These roads employ thousands and tens of thousands of men, and in order to get their work done, the railroads had to take men from the farms, the canals, the mines, the shops, or stores, and train them for their service, often at a heavy cost to the company. Railroading, in its varied branches, presents scope for full employment of the various faculties; and while it is a fact that men have done good service without especial training for the work, it is also an obvious fact that they could have done more effective work had they received special training for their life work. The editor of the Machinist, while pointing to the fact that all the colleges in the land cannot give the pluck that determines to rise, is ready to admit that it would not be quite so hard to rise with a proper training for the work. That is the very point aimed at in these articles, especially our mechanical department, as the editor of the Magazine states. It is to be devoted to a line of articles on topics relating to our work, and by comparison of experience and interchange of ideas, it will help each and everyone of us to a manful and clear comprehension of the "iron horse," with whose intricacies and peculiarities it is our duty to become fully conversant, and without a full knowledge of which it will be hard for us to rise in our vocation.

In connection with this, let me state that a correspondent from one of the Sandwich Islands in the Pacific, writes in the same strain to the Machinist, urging upon the young men, or those who would rise, the study of books treating on their business; and I would urge it upon our members, many of whom are still young, and who may thus yet qualify themselves to rise, *read and study!* It is true that too many young men start out in life with no reading habits; they stumble along a half column of a paper at times, come across a big word or two that they do not understand, and drop the paper in disgust. They take up a book in the same way, and very soon come to a problem, which they ought to solve, but they throw up the job, and fall into line with some others who "have been there," and boldly assert that "you cannot learn anything from books." That this is a mistake can easily be proven, and that it is the fault of a lack of learning is easy to be seen. Much information can be gained from books and papers, much from talks with practical men, but, more than all, from a habit of close observation, and from a determination to understand the why and the wherefore of the various parts of the "fiery steed" of iron and steel in our care.

In an editorial in the April Magazine our editor says: "One great purpose our Brotherhood has in view is, to furnish railroad managements sober, competent, and trust-

worthy firemen—men of character, faithful to every trust, and reliable under all circumstances." These are noble words, bravely spoken, and worthy of being engraved upon the tablets of our hearts. Let us ask ourselves the question: What am I doing to carry out this aim of our Brotherhood?

Am I sober, or do I sometimes drink of the numerous beverages which tend to destroy my manhood and lead to destruction? Would to God that all our members had pledged themselves "to touch not or handle not" the accursed stuff, which has ruined so many lives, and which is still claiming its victims by thousands in our land every year.

Am I competent or trying to make myself so? In order to do this, am I using the means placed within my reach to cultivate my mind, as indicated in the first part of this paper, or am I one of those easy-going fellows, who would rather sit or stand around the round-house, cracking old "chestnuts," retailing the scrapes on the road or scandals of the neighborhood? Oh! that all might be able to say with truth: "I am competent or striving earnestly to be so."

Am I trustworthy? That is, will I do my work without watching just as well as when watched? Is there a disposition about me to put a show of cleanliness on the outside, leaving heaps of dirt in dark corners?

This idea of trustworthiness was very strikingly illustrated by a servant girl who professed conversion, and, when asked how she knew that she was converted, answered that she knew she was converted, because now she did not sweep the dirt under the mat or into corners. May we do likewise.

Are we men of character? Oh, yes; certainly we all have a character, but is it the kind of character our editor speaks of? "Faithful to every trust and reliable under all circumstances." Are we faithful to the trust reposed in us by our employers? Do we obey their orders faithfully, and honestly work for their advantage, while accepting and claiming pay for such service? Or do we try to do as little as we can for as much as we can get? Are we faithful to our neighbors, or does it make a difference to us "which bull is gored?" Are we willing to accord them as many rights and privileges as we claim for ourselves? Are we faithful to our brothers, or do we betray their confidence for the sake of place or emolument? Are we faithful to our families, strictly guarding them and their good name from being tarnished by our behavior, both in their presence and while away from them? Are we faithful in fulfilling our monetary obligations, or do we carry out the advice of the old Quaker to his son: "John, get money, honestly if you can, but get it?" Do we act faithfully if we repay the confidence reposed in us by our fellow-men by

having a balance, be it ever so small, owing them, by which they can remember us?

Are we faithful to our God, if we have taken upon us the vows of the church, and then continue to break almost every commandment in the decalogue? These are some of many searching questions which present themselves to our mind in striving to arrive at the definition of "Faithful to every trust and reliable under all circumstances;" and happy is he who can indeed, and with truth, say that he is such a "good and faithful servant," for his reward is sure both here and hereafter.

Vulcan.

BROADVIEW, N. W. T., April 16, 1886.

MESSRS. EDITORS: It has given me great pleasure to note that a Mechanical Department has been started in our Magazine, where subjects of interest and instruction to us may be discussed, and I trust a great amount of information may be acquired, and as I was one of those who recommended this new feature in our valuable monthly, I sincerely hope it may be appreciated and taken advantage of by the members of our Order. There are many points of information, problems and theories regarding the care, management and action of the modern locomotive which will furnish food for much thought for the fireman of the present day whose object and ambition is to rise to the position of an engineer and give to the corporation in whose employ he may be a service which shall be rendered more valuable by the amount of information and intelligence which he possesses. The position of engineer is certainly one of the most responsible in the train service of the railroads of this country, and with the introduction of the modern improvements and appliances in the locomotive and train equipment, railroad companies are depending more than ever on the intelligence and reliability of the men on the engine, in whose charge is placed so much power for good or evil to their interests; hence the necessity for the coming engineers to use every means in their power to add to their stock of information; and as the Mechanical Department has been created with this object in view and is a convenient medium for the exchange of ideas, it may be made the means of conferring great and lasting benefits on the members of our Order, and through them on the many railroad companies throughout the land in whose employ they may be.

I must say with regret that this department has not been taken advantage of by the members to the extent that I hoped for; there are to my knowledge many members of our Order who are capable of contributing valuable articles which would be highly appreciated by many of us, who feel that we have a great

deal to learn, and I had hoped that the able and interesting lecture given us at the Scientific Institute in Philadelphia would have caused some of the members to give us their views on some of the questions so ably discussed by Mr. Lockwood at that time, and if I judge that gentleman's motives aright from his letter in our Magazine, he is willing to give us a still farther insight into the mysteries of the hammer-blow and other problems regarding the modern locomotive, if we will only exhibit sufficient interest in those matters to prove ourselves worthy of being taught. What is the matter with our members? What keeps them silent? Can it be possible that they feel but little interest in those matters? or is it that they are just lying low and only waiting for an opportunity to pounce on some unfortunate writer and annihilate his theories? I sincerely hope that a better spirit than this will animate those who may contribute to this department, and in order to help keep the ball rolling I will, as the saying is, rise and explain some of my views on the hammer-blow problem. The subject of the action and influences of the driving-wheel of the modern locomotive, of the counter-balance and reciprocating parts over each other and over other parts of the engine and on the track is a broad one, and will bear a great amount of study to follow it out in the many different trains of thought to which it will rise.

Now, Messrs. Editors, as I understand the term hammer-blow, as applied to the influence of the counter-balance on the driving-wheel of an engine and on the road-bed, it means not literally a blow, such as one would strike with a hammer on an anvil or rail for instance, but a sudden and extra pressure or shock which at certain parts of the revolution of a driving-wheel, through the influence of the counter-balance, is under certain conditions brought to bear more or less severely on the road bed; a part of those conditions, as I understand them, would be weight of counter-balance, distance of same from centre of wheel, outside and inside lap and lead of valve, and above all a high or low rate of speed.

In the following remarks let us suppose the engine to be using steam and running ahead, although it will be found that by reversing the different positions of crank, counter-balance, piston, etc., that they apply equally in backing up, and for the sake of convenience we will begin at the right side. Now my theory is that blows or shocks such as I have defined are struck while the counter-balance is moving from the bottom quarter to the point where compression takes place before it reaches the back dead centre, and also after it has passed this centre and is being forced up to the top quarter. I will now try and explain my reasons for this view. It is evident that although the counter bal-

ance is of great assistance during certain portions of the revolution of the driving-wheel in assisting to carry the reciprocating parts over the dead centres, still there are other places in the course of its revolution where it appears to be, to say the least, a dead weight or hindrance to the power applied to the piston; the positions stated above say the lower and upper back eighths are two of these. Now the weight and friction of the piston, cross-head and rods being overcome by the pressure of the steam on the piston and cylinder-head, it naturally follows, as no power is applied to the counter-balance, that it becomes, as it were, a dead weight, and can only receive motion by the power applied at the opposite side of the wheel. Assuming this reasoning to be correct, and that a line drawn from the counter-balance to the crank-pin through the centre of the wheel represents a lever, with the fulcrum at the centre, it is evident that in the first position, as stated above, the crank-pin being drawn downward on the forward upper eighth and the counter-balance representing a certain amount of resistance at the lower back eighth, an extra downward pressure is brought to bear on the centre of wheel or fulcrum of lever; so also as when in the second position the crank-pin has passed the dead centre and is being pushed downward on the lower forward eighth, the counter-balance being still on the rise at the upper back eighth and still offering the same resistance as in position number one, the same increased pressure or shock is again brought to bear on fulcrum of lever or centre of wheel; and as in all cases the centre of wheel and its bearing point on the rail represent the same thing so far as the subject now under discussion is concerned. It necessarily follows that the effects of those extra pressures or shocks must be felt there; if those theories are correct, therefore, those shocks or blows given reach their maximum effect when the counter-balance on the right side is on or about the upper back eighth, as they are then given on both sides of the engine at the same time.

It may appear to some that this extra pressure downwards on the rail at certain positions of the counter-balance during the revolution of a driving-wheel when an engine is working steam, is a very light one and of comparatively small account, but if they will for a moment consider that with the increase of speed those shocks on the rail occur more frequently in a given space of time and with greatly increased force, they will readily realize that in the case of an engine running, say, fifty or sixty miles per hour, or even less than that, the increased quickness and force of those pressures which I have described would fully entitle them to the title of hammer-blows.

If those theories are correct they point

out a very undesirable imperfection in our modern locomotives, as the effect of those blows on bridges must be very injurious. What their force is when governed by the different conditions by which they may be affected, and some of which I have stated above, would be a nice study for some of the more advanced members of our fraternity to determine.

As I do not wish to monopolize too much of the space in our Mechanical Department, I will not now speak of other pressures or blows which I consider are brought to bear on the rail by the influence of the counter-balance in its position in relation to crank-pin at certain other times than those I have mentioned during its revolution and which is the result of a different action and arises from causes other than those I have already described.

I have given you a few of my ideas on what is in our business one of the greatest problems of the age, and if you do not consider that my views are orthodox, and should feel like exploding those theories which I have advanced, do not be too hard on one who feels himself as but a poor apprentice in our profession, and does not enjoy the advantages for acquiring knowledge which falls to the lot of many of our more favored members in the Eastern and more advanced States and provinces of the great countries in which our Order is represented.

As regards the locomotive puzzle which Mr. Lockwood so kindly supplied us with at the time of the Philadelphia Convention, my solution is that at the first turning both wheels revolve once; at the second, as per his instructions, the wheel revolves twice, once on its own centre and once from the centre of the stationary wheel, its motions in a great degree being similar to those of the earth on its axis and around the sun.

Now, brothers, come out with your views and see if we cannot thereby show Mr. Lockwood that we are taking sufficient interest in the puzzle and hammer-blow to induce him to show us some of the great lessons which I think those three little paper wheels are capable of teaching us, and how, if I surmise correctly, they can be applied to the illustration of the varied influences exerted on the wheel, reciprocating parts and road-bed by the counter-balance when the piston is working under the influence of what I shall call direct or natural pressure and compression.

Chas. Pope.

OTTAWA, KAN., May 16, 1886.

MESSRS. EDITORS: At a given speed of a locomotive, in what position will the valve travel the fastest? That is, will the valve travel faster when working at full stroke or when it is hooked back short? Some one please answer and oblige

Fireman.

TRENTON, Mo., April 11, 1886.

MESSRS. EDITORS: In the Mechanical Department of the April number appears an article from "Vulcan," which I have read with much appreciation. I beg to differ with "Vulcan," however, in one particular, viz.: he says that "rails are generally worn out at the joints first," but is it because there is a slight difference in the height of the rails, thus inducing the hammer-blow, or is it because there is an opening between the ends of the rails, allowing a slight drop of the curved face of the wheel which causes the blow and wears the end of the rail more than the centre? I think "Eccentric" did not stop to consider the second proposition in the "Locomotive Puzzle" thoroughly, or he would have reached a different final solution. Thanks to "Gauge-Cock" for his rule and table, as they are just what I have been wanting to settle a discussion I have had with several engineers upon that point. *M. P.*

CHADRON, NEB., May 5, 1886.

MESSRS. EDITORS: In the May number of the Magazine, page 288, I notice a question by "Fire Box," viz: "When a pair of wheels that are tight on the axle round a curve, one of them must travel farther than the other, as the outside rail is longer than the inside, and as one wheel can not turn without the other, the outside wheel must slide forward, as the inside one must slide backward."

This is a question that has been argued a great deal, and, after considerable study, I have come to the conclusion that neither wheel slides, on account of the level of the tire. If "Fire Box" will notice, the inside of the wheel, as part next the flange, is higher than the outside, and therefore has a greater circumference, and in rounding a curve the wheels crowd to the outside. This goes to show that the outside wheel (wheel on outside, of course,) will travel a greater distance than the inside wheel with the same number of revolutions.

Hoping to hear more on this subject from "Fire Box" and others interested, I remain,
Black Hills.

Knowledge is Power.

MESSRS. EDITORS: Pope said:

" 'Tis education forms the common mind,
Just as a twig is bent the tree's inclined."

And Lord Brougham, in his speech delivered January 29, 1828, said, "Let the soldier be abroad if he will, he can do nothing in this age. There is another personage, a personage less imposing in the eyes of some, perhaps insignificant. The schoolmaster is abroad, and I trust to him, armed with his primer, against the soldiers in full military array." Let the Brotherhood keep these apt quotations in mind and help our Mechanical Department all they can, is the wish of

Robinson Crusoe.

Woman's Department.

EDITED BY IDA A. HARPER.

WOMAN'S SIDE OF THE LABOR QUESTION.

When day by day we read of the difficulties of the workingmen, their long strikes, their boycotts, their riots, we feel almost thankful to be only workingwomen and shut out from all this strife and bloodshed. For, although there are several millions of women in this country who go outside of their homes to work for a living, yet in all this uprising woman has been conspicuous only by her absence. She has neither quit work herself nor tried to persuade others to do so. Are we to infer from this that the workingwomen have no wrongs that need to be righted, that they are justly treated and contented with their lot? Far from it. The wrongs of workingmen may be great yet they are even less than workingwomen have to bear, but the latter know full well that they can gain nothing by a strike, a boycott or a protest. They hold their positions by sufferance. They can only obtain a situation by underbidding men. In most instances the employer would rather have men to do the work if they would do it as cheaply, and when women demand higher wages, their places will be filled with the men who stand waiting. In addition to this, women have no organization, there could be no concerted action and there are thousands of other women ready to step into the vacancies whom the strikers could not drive out because intimidating by violence is not exactly a method which women can employ.

Another important reason is that they could not help one another financially. As a rule women do not work unless compelled to do it to support themselves or those depending upon them, and their wages are so miserably low that it is almost impossible to save anything and therefore they could not contribute to the assistance of their sisters who were idle on account of a strike. And then it must also be considered that women are accustomed to being oppressed. It is their normal condition, especially in regard to financial matters. Many girls are forced to leave home and take up outside work because of the low value placed upon their services by father and brothers. It is also true that here and there may be found an isolated, solitary case where the husband is meaner toward the wife in money matters than an employer would dare to be toward the humblest employe. Women become used to having money doled out to them and

therefore have not that independence in this regard that characterizes the American male citizen. They are thankful even for a pittance if they can depend upon it regularly and feel that it is theirs by right and not as an act of charity. Most of the workingwomen of the country read with amazement that men who are receiving \$2.50 to \$3 and \$4 a day have struck for higher wages. To them this sum would mean comfort, plenty and something to lay by for a rainy day. There are no statistics to show, but the average wages of workingwomen in this country are probably less than one dollar a day. On this sum they live respectably and nearly always support others besides themselves. As I raise my eyes from my writing desk and look through the green tree tops I see a beautiful little cottage of six rooms and veranda, double parlors, piano and nice furniture. This was bought and paid for by a woman who never earned over six dollars a week and who raised and educated four daughters. I think toward the last she was assisted by two of these daughters who were old enough to earn money. It is not surprising to know that this noble woman only lived one short year to enjoy this precious home built out of her blood and muscle and brain, a monument of woman's industry, perseverance and thrift. That women should have to work for such wages is a shame and an outrage and the fact that the number of those who prefer a life of sin to one of poorly-paid labor is comparatively so small, is an honor and glory to the sex.

But there is another and more powerful reason why the wages of workingwomen remain so low and why so little attention is paid to their wrongs and grievances. It is because they are utterly without political power. In a government of the people they have no part. Forced to abide by the laws, they have no voice in saying what these laws shall be. Their cause is without a champion because they cannot put their friends into places of influence. It is idle to say that their wages will be regulated by supply and demand. If this is true why do not workingmen permit their wages to be regulated by this same law? Why do they strike for less work and more pay just at a time when the supply is in excess of the demand and when the various kinds of business are struggling to recover from the depression of the past years of dull trade and hard times? We would not detract from the pure motives and lofty patriotism of our statesmen but can anyone believe that they would take so profound an interest in the cause of labor as has been done in the past month or two if they did not expect to make political capital thereby? Why do the various parties put a workingman's plank in their platforms, why do the newspapers devote columns of valuable space to the cause of labor, and why do the

campaign orators make so many pledges to the wage-workers of the country? Simply and solely to obtain the vote of these workmen.

Other reasons may be given but everybody knows this is the true one. These crowds of anarchists and socialists and other so-called laboring classes would never be permitted to congregate upon the streets by thousands, to make treasonable speeches, to demolish buildings, assault innocent laborers and kill policemen, if sheriff and mayor and governor did not expect again to run for office and to need the votes of these rioters. Take away from workmen the franchise and they would be as helpless as the Chinese with no one to protect or defend. The foundation of our republic is universal representation and yet only half the citizens are represented. If, then, the power of workmen lies in the ballot, why would it not afford equal influence to workingwomen? And if the workmen need it to protect themselves, why do not workingwomen need it for the same purpose? The very fact that these women have to earn their own living shows that the fathers and husbands and brothers are not able or willing to support and care for them. And if women must fight the battles of life let them have the same privileges that are afforded to their fellow laborers. Men have two ways of righting their wrongs, by force and by the ballot. Both are denied to women, one by nature, the other by man. If women do not need the ballot to gain their ends then neither do men need it; but if there should be an attempt to take away the franchise from workmen or even to impose an educational or property qualification, there would be such an uprising as was never seen. And yet to-day one half of our hard-working, tax-paying citizens are and have always been disfranchised. When the workmen of this country have obtained their legitimate rights, whatever they may be, they will not be true to themselves or to the fundamental principles of their order, if they do not turn their attention to the workingwomen of the country and secure for them every privilege which they themselves enjoy.

THERE seems to be some dissatisfaction among the ladies at the request that they will limit their letters as nearly as possible to one column. One correspondent writes that she does not propose to stop before she commences. Very good. She need not commence. It is indeed difficult to say very much in one or two short columns but all must be treated with equal fairness. Readers of the Magazine must have noticed that for several months the pressure upon the Editorial department has been so strong that it has been necessary to omit all the bright, interesting miscellany that formed so attractive a feature. The same is true of the

Woman's Department. The editors would like to give ten or twelve pages for this purpose but the pressure is so great that we can rarely get half a dozen. I have selected pages of clippings that would be of interest and benefit to women but for want of space they have accumulated until there is enough to supply the Magazine for a year. Some day they will all go into the fire. It has long been my desire to have a department of cookery, one devoted to dress, one to the care of children, and kindred topics, but it cannot be done without issuing a "supplement." Many letters from correspondents are held from month to month, hoping to secure room for them until at last they become out of date and have to be thrown into the waste basket. It would be a pleasure to give every correspondent as much space as she wants and to publish everything that is sent but it is an absolute impossibility. There is no remedy, ladies, unless we start a little Magazine of our own.

It was the intention in this number to continue the chat about housekeeping, commenced last month, but just at present the labor question seems to overshadow all others. It may be said that housekeeping is a labor question, and so it is, but it is one in which every woman is a law unto herself and the public in general are not interested. We will hope that by the time this issue of the Magazine reaches our readers these vexed questions will have found a peaceable adjustment. Meanwhile let us have some helpful letters from our friends on the subject of housekeeping, and if any woman has learned how to properly keep house and raise a family by laboring only *eight hours a day*, let her not delay in telling the secret to her tired sisters who work from sun to sun and yet the tasks are never finished.

INTEMPERANCE.

STRATFORD, ONT., April 30, 1886.

To Woman's Department:

The February Magazine lies open before me, and my heart is stirred and roused into unwonted action by a letter from our friend Irene in the Woman's Department, a letter which seems to insist that I shall add my mite of opinion either for or against it, though at the same time our worthy editress has so fully argued from my point of view that little seems left to say. I feel it is a subject which so nearly touches women's interests that we fain must look it squarely in the face and meet it heroically. Can it be possible that Irene really means to defend this crime of intemperance (for crime it surely is)? Can she espouse a cause which has blighted so many hopes, ruined so many homes and broken so many hearts? In speaking of man's right to act as he chooses in this matter, the question first arises, is it a thing right in itself? If it is then I say let the women and children share in it. If it is a harmless luxury, don't let a man keep all the pleasure to himself, let

his wife or mother share his glass of luxury, give that little toddler of five years five cents and tell her to go and get some of papa's nice, wholesome drink. Ah, I fancy this puts it in its true position—it is poison for those baby lips to touch, it will do her harm. Then, this being so, it must be harmful and hurtful to the man, and therefore cannot be right for him to have it, and I deny in all earnestness the right of any man in this matter of strong drink. No man has a right to debase and lower that manhood which was made after the express image of the Most High God. This is sufficient reason, even if they have no earthly claims upon them. And again, even if he provides for his family's comfort and well-being, and then imagines himself at liberty to drink as much as he chooses, do you think he can do so as a right? I say "no," a thousand times "no." Irene speaks lightly, it seems to me, of the degradation in the eyes of his loved one, as if so long as the outside world did not see it it did not matter, and I ask, "What is the world's opinion worth in comparison to those who love us and share our home? Has any man a right to cause the finger of scorn to be pointed at them as wives, mothers or sisters of a drunkard?" I reiterate it, "No, no." Oh, let us women rise as a host against it. Could we, think you, see a loved one gradually go down a steep and dangerous precipice after some coveted prize, and not do all in our power to hold him back when we knew it meant almost certain death, and the prize after all a harmful one? Shall we stop and say he has a right to go if he chooses? I rather think we should strain every energy, put forth every effort to pull or drag him back to life and liberty, and so must we do with this degrading crime. I agree that a cup of strong coffee and tender womanly sympathy can in a great measure accomplish this, yet not alongside with the argument that he may go on and get drunk again if he chooses, because he has a right to do so. Oh, no, rather with the coffee and sympathy let the utter loathsomeness and our abhorrence of the crime be put forth and earnestly wrestle with God in prayer to check and turn the downward course. Sister Irene says she "does not mean to espouse the cause of those weak creatures who are moral wrecks and seem to have no will of their own." Who, I ask her, are these despised, weak ones but those who went on from a grand manhood down to their present wreck—they are those who at some time took a *first* glass of this poison. *That* did not make them what they are, say you; perhaps not, yet they would never have been what they now are if they had refused their first glass, and a few of those glasses soon began to destroy the man's will power; therefore, I say, if we espouse the cause itself, let us not condemn the victims, for if it is a good cause then these men who are but its result must of necessity be good too. And does sister Irene think that a man who is slowly, yet surely, gaining a liking for strong drink will *always* look after his family's comfort and interests "*first*?" Oh, no! Soon, very soon, in a few short years at most, this apparently little spring will be a roaring torrent, sweeping onwards, carrying all before it, giving its victim no power to think of home or loved ones and their welfare, but all his hopes, all his energy will be centered in the endeavor to get

money to spend to satisfy the burning intense longing to get drunk. Oh, women of our land, for the sake of home, for the sake of husband and children, for the sake of perishing souls, cry out against the fiend of intemperance. Love the poor sinner and put forth all your efforts to help him, yet with your loudest and most earnest breath condemn to the uttermost this home ruining sin. We dare not espouse it as a prerogative of man's, for it is a right which cannot be his, for it affects those near and dear to him. Oh, sister Irene, think of your own home, your own husband, your own little ones. Could your husband degrade himself without its degrading you and yours? Are not you all one in name and interests? Would a home of comfort make up to you for the loss of a husband whom you could respect? I am sure it could not, and he could not drink and retain respect. Oh, what will our fathers, husbands and brothers be if we women ever espouse such a cause as this? I say, "Woe be the day in which woman lends her voice to uphold intemperance." I dare not trespass longer on our Magazine's small space, yet would implore all women of our beloved Brotherhood to do all in their power to fight this foe.

Alice Brooker.

This is just the kind of a letter we should expect from a lady of Mrs. Brooker's intellect and culture. We extend thanks in behalf of our readers.—[Ed.]

COURAGE.

To Woman's Department:

"Cowards die many times before their death;
The valiant die but once."

After reading this great truth expressed by the "Bard of Avon," we leave the coward shivering in his shoes, and recall the many courageous deeds that are constantly being enacted by the "Lords of Creation;" and surely none but the brave deserve that name.

When I say courageous, I mean the courage of soul which reverences itself too much to be greatly moved about what befalls the body—that moral energy, that force of will in adopting duty over which menace and suffering have no control.

Memory running back over the footsteps of Time bids us behold Thermopylæ and the brave three hundred silently entering the Roman Senate. What do we there behold? Regulus, crushing every thought of self, pleading with his countrymen to send him back to death. Later on, going north and crossing the Alps, we find a handful of men fighting for their freedom with a courage and determination that have enlisted the sympathies and admiration of all mankind. In the last struggle between England and France, Napoleon, observing that Marshal Ney was utterly indifferent to the shower of bullets by which he was surrounded, said, with much earnestness: "That man is as brave as a lion." Thenceforth he was known as the "Bravest of the Brave." Ah! Marmion, who can doubt that ruling passions are strongest in death when we remember that thy last words were: "Charge, Chester, charge! On, Stanley, on!" Why enumerate these instances that have been taught us from childhood? Verily, they have had their reward, for the music of their names has rung through the corridors of time for many

years, growing sweeter as it grows older. But while we are giving honor to whom honor is due, why have we not remembered our railroad men—a class of heroes whose courage and self-possession has never been surpassed by any in the world? Is it that in this progressive age we have ceased to appreciate valor, or is it because bravery is so natural to this class of men that they cease to speak of it as a virtue? Let us hope it is the latter, for surely no occupation so constantly endangers the life of man as railroading. It is not necessary to speak of the many dangers, for broken bridges, railless tracks, and collisions are things too generally known, while the number who have sacrificed life for duty is far beyond human ken. Yet how few realize the responsibility of the engineer and fireman, and how very few who travel on the cars day after day ever give one thought to the trustworthiness of the men who manage and control the engine. With the simplicity of children they place themselves unreservedly in their care. Is it not a grand trust? A clear eye, quiet nerves, and a brave heart indeed must it be to take such a position. Methinks I hear the engineer say, as he takes his place on the engine:

"Now, works of iron, do thy will,
For I can suffer and be still;
For comes it slow or comes it fast,
It is but death that comes at last."

It is right and just, as it should be, that we acknowledge their worth, for such men, with their honors thick upon them, are being taken from our midst every day. While we sing a requiem to the dead, let us not forget to praise the living. As the years glide by, and the scales are lifted from the eyes of Justice, then will the biographer and musician lend their voices in immortalizing our brave and noble enginemen.

An Engineer's Friend.

[We should be pleased to hear again from this correspondent.—Ed.]

BROCKVILLE, ONT., April 11, 1886.

Dear Editor:

I'm Shena Van. I read your nice Magazine every month. Conn lends it to me. Conn is Sister Belle's beau. He is a B. L. F. Papa is a B. L. E., but I don't like his book, 'cause there ain't any nice stories in it by Mrs. Harper and Irene. I do wish papa would join the boys, 'cause everybody says they are better.

I guess you will think our boys haven't any women folks to write a word for them, and, of course, they are not the kind to talk about themselves; but, indeed, they have lots of nice wives—that is, lots of the boys have wives, and sisters and mothers, too, just the same as those members we read about. You should see their room—that is, the boys' room—all hung over with many gifts from their lady friends. They meet there every second Thursday, no matter whether it is "beau" night or not: at least Conn goes, but Chris. Brown comes to see Belle that night. I guess Conn sends him 'cause he couldn't stay away from Lodge himself.

Well, the Master is a good man; he gets very wrathful when anything goes wrong: and the F—i (I can't spell that word, but the man that keeps the money), he knows how to shield and guard it; but the Secre-

tary is a "daisy." No, a daisy is a flower; he is a vegetable, for Soup Parsley is his name, and he spices up the meetings. Now, that is what we call a pun. The boys have all got them here.

Everybody is glad spring is coming, but then, oh, dear! there is Conn has got a bad cold, caused by getting his feet wet; and it won't be dry here till the 1st of May. Samson is sick too, poor fellow, but he got a surprise.

I would say lots more about all the boys, but I'm afraid you won't print it all, 'cause I'm a little girl; but please do put it in the Journal, because no one else will write, it seems, and believe me, I am your little friend,

Shena Van.

[We would like to know the age of this cute little correspondent.]

PERRY, IOWA, April 6, 1886.

To Woman's Department:

I have very much enjoyed looking over the columns of the Magazine for the past year, and have noticed many items from Pilot Lodge No. 124. I thought I would venture to write. As far as I know the Lodge is in a more prosperous condition than it has been for some time. Its membership is upward of forty. My husband is a member of the noble Order, and I am always glad to hear him say: "It is Lodge day; I must attend." The Brotherhood is composed of the bravest and best men. It has my heartiest and warmest wishes for its future progress.

A Fireman's Wife.

For Woman's Department.

ONLY.

Only a curl of brightest gold,
Laid by with fondest care,
That fondly slept in the long ago
On a forehead white and fair.
Only a dream that has passed and gone,
Too lovely and fair to be.
Ah! sad to-day, in these memories sweet,
Are the visions it brings to me.

Only a curl of golden hair.
Ah! why do the tear drops fall?
As I muse on a dream that was once so fair,
It is all that is left to me—all.
Gone are the smiles from the winsome face,
That only in dreams I see;
Gone are the kisses, whose tender grace
Made music and song for me.

Two little hands, laid close and white,
Folded forever now;
Soft locks drooping in golden light
Over the baby brow.
Lying under the tender snow,
Hushed in calmest rest,
With a lily between the dimpled hands
And a rose on the snowy breast.

Shut is the light from the laughing eyes,
Silent the pattering feet;
Cold are the lips that will smile no more
And waken their music sweet.
And my soul grows sick as the snowy grave
Through the mist of tears I see,
And fondly press to my throbbing lips
All that remains for me.

I know that the roses will come again
And brighten the sleeping hill.
But never more will these balm and bloom,
My heart with these raptures fill.
Though the daisies smile on the summer hills,
And the sunlight sleeps on the sea,
For this little curl of golden hair
Is all that is left to me.

—May.

FIREMEN'S DEPARTMENT.

Correspondents must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,

TERRE HAUTE, INDIANA.

JUNE, 1886.

BRainerd., MINN., May 7, 1886.

Editors Locomotive Firemen's Magazine:

That the gun was loaded I had not the least doubt when handling it. The explosion, while not destructive or dangerous, makes quite a report, and the spent charge being gathered is interesting, to say the least. That part furnished by *Cosmopolitan* in *May Locomotive Firemen's Magazine* is amusing as well as interesting, not doubting that *Cosmopolitan* sincerely believed that he was furnishing facts to enlighten that part of the public taking an interest in the matter. Catching an idea from an author years since concerning the difference between learning and knowledge, I have never seen it more forcibly illustrated than in *Cosmopolitan's* assertions. As I remember the matter, learning was characterized as lumber often placed at the door of reason to the exclusion of common sense. Knowledge would not conflict with reason, facts bearing it out it would be in perfect accord with such faculty.

The difference between facts presented by *Cosmopolitan* and those presented here will be that *Cosmopolitan* has *learned* his facts from a source that may be unreliable. The facts here presented come from personal knowledge of the circumstances. We cannot be expected to lay open the secrets of the committee's star chamber, but it can be said without fear of successful contradiction that the firemen were not ignored when the agreement was made last November by the engineers with the Superintendent of Motive Power and Machinery of the N. P. Railway. Some time previous to this committee's meeting, firemen's pay had been advanced to \$2.35 per day for freight and \$2.10 for passenger. Complaint against this rate of pay had never come to my knowledge. There was no evidence at hand when the committee met to show that firemen had any cause for complaint. Their pay compared favorably with the best paid on any road in the country; it stands above the average paid in the United States and Canada. It was in advance of pay of firemen on systems that presented scale of wages to which engineers aspired.

I am not writing to criticize the firemen and do not desire any misunderstanding with the fraternity. Having no desire for ill will from that source, I will be fair and give reasons for any appearance of a breach in this section of the country. While the Northern Pacific Road was building, there was an urgent and constant demand for engineers. It was a good field for firemen of experience. It was profitable employment for engineers to go firing, for being on the ground and at hand promotion was certain in a short time. This demand for engineers was so active that there are engineers on the road to-day whose total experience as firemen did not exceed two years. Cases were noted by firemen on the Minnesota Division where firemen on the Western Divisions did not have to go much beyond one year's experience to get promotion. There were numbers of engineers hired and the force kept steadily increasing. So long as the demand lasted no fault was found. It was very agreeable to firemen and not objectionable to engineers. The road was finally completed and the management found a large surplus of engineers and firemen. It was not the policy of the management to discharge the surplus force, and for nearly two years, business having become prostrated all through the country, engineers quietly worked, and for months the pay received by many engineers on freight did not figure in amount favorably to that drawn by passenger firemen. Promotion of firemen naturally stopped. There had grown a surplus of engineers in the country who desired work as engineers.

Is it right that competent engineers should receive employment as such? Or should they be crowded out by constant promotions from the ranks of firemen? Who would be the losers by such policy in the end, engineers of the present or engineers of the future?

The N. P. engineers met in St. Paul in November, as stated by "*Cosmopolitan*." The meeting was gratification of a desire that had existed for nearly two years. In the agreement that followed this meeting, "*Cosmopolitan*" says firemen were ignored. Having stated that apparent satisfaction prevailed among firemen concerning their rate of wages, I can assert now that firemen were included in the agreement, and treated as liberally by Mr. Cushing as the engineers were. Firemen are included in the schedule of rates and in all clauses concerning time and over-time. Wages of firemen on consolidation engines were advanced to \$2.50 per day of 100 miles or less, twelve hours or less; freight at \$2.35; passenger, \$2.10; work trains, transfer engines, and pushers, \$2.10; switch engines, \$1.75, for the class of veteran firemen, including all who have fired over one year. Firemen in service less than one year as follows: Consolidation, \$2.50; freight, \$2.25; passenger, transfer work, pushers, \$2.00; switch, \$1.75: 100 miles or less, twelve hours or less.

The following clauses, to which engineers agreed, may show how firemen were completely ignored:

"Men who from the rank of switchman, hostler, or fireman are advanced to the grade of road engineer, shall retain the rank so gained, even if the condition of business calls for them to be put back into their former grade, and men who are advanced from the rank of fireman to hostler or switchman

shall retain the rank under same circumstances, but all shall be paid as per schedule of rates for the work to which assigned.

"The grade veteran fireman, established to afford means of promotion of worthy men of this class shall now be held to embrace all firemen, except switchmen, who have worked one year on the road as firemen.

"When there is necessity, by reason of reduced business, for reduction of force, the men oldest in service shall be retained, and in numbers sufficient only for the service, and to give a fair living rate of pay to those employed."

Other clauses at all points read engineers and firemen, as has been the custom in engineer agreements.

Wages of engineers prior to the last agreement stood for first-class: Freight, \$4.10; passenger, \$3.80; work trains, \$3.50; switch engines, \$2.75. Second-class, \$3.50. No second-class on passenger or switch.

Under the new order, first-class freight reduced to \$4.00; passenger, \$4.00; work trains, transfer engines and pushers, \$3.50; switch engines, \$3.00; 100 miles or less, twelve hours or less. Second-class rates don't appear.

If the engineers had knocked off 10 cents per day from freight firemen and placed it on passenger men, what would have been the result? To say the least, deputations of committeemen would not have been injured. I do not undertake to say to what limit firemen's wages should go; but, as engineers judged what they should receive relatively to other roads, the firemen's situation was subject to the same principle. Where and in what particular this agreement ignores the firemen I am unable to discover. There is not a clause in the document relating to transportation of engineers. Favors of this kind are simply a matter of courtesy from Mr. Cushing and through his Master Mechanics to employees.

Who benefits by switch engineers being advanced to \$3.00? It mainly goes into the pockets of B. L. F. men.

Who benefits by one year's road work being paid \$4.00? Answer in a spirit of fairness, Mr. Cosmopolitan. That you may answer intelligently, I will add further facts. After this agreement was made, when business dropped off, there were fourteen engineers suspended from service on the Minnesota Division alone; nine of these were old engineers in good standing in the B. L. E.; five of them were not members of the Brotherhood, but were hired engineers. In addition to such suspension, there were three young runners returned to switch engines. There were six switch engineers returned to firing, and two to hostling. At the present writing the two are still hostling, while three of the six are running switch engines again. One of the three returned to switch engines is running on the road again, while but four of the old fourteen engineers have been reinstated.

Firemen who will kick in the light of such circumstances, and claim engineers are downing them, ought to get hit with the jawbone of an animal noted for a peculiar noise.

If I understand Mr. Cushing's policy, it is to protect both engineers and firemen from injustice, and promote worthy firemen to the rank of engineer, but not to such an extent that it will be an injury to competent engineers as a class. The want of second-class pay for road engineers can not work an injury

to firemen: it should but stimulate them to a desire for greater excellence in their calling by becoming more competent to handle machinery when placed in charge. This can not but prove an advantage in the end. It must be recognized that engineers made from a class of firemen grown or growing up on a good system, under economical management of machinery and supplies, are worth more to themselves and the company than a class addicted to extravagant ways and methods. Firing a year or two longer but benefits a fireman in the future. I practice what I preach, but only fired seven years and one month.

I fail to discover where the charge of inconsistency can consistently be laid at my door.

If the firemen have just cause for complaint against the engineers, that body is bound in principle to arbitrate with the firemen and settle the difference. Parnell-like tactics are not in order in this matter. The main stickler, in my mind, is the unwillingness of the firemen's organization to give up its membership of engineers to the organization where engineers claim they properly belong. For snobbery and general turkey-gobbler business of engineers toward firemen, there can be no apology or excuse. Any fireman who ever fired for me, friendly or at odds, is bound to bear evidence that a fireman properly equipped, so to speak, always received the same courtesy at my hands as engineers did under like circumstances.

Concerning Mr. Sprague, of Sprague, Wash. Ter., his writings always have a tendency to make one good-natured. I doubt not, if Sprague had his way about it, he would turn the schedule bottom side up and place firemen opposite engineers' rates, and *vice versa*. I am not a believer in gods, and wish Sprague had not stood so far away from Mr. Arthur in curious study, but that some acquaintance had introduced the pair. He is plain Mr. Arthur, is not knighted or lorded, but composed of good material. I really believe, if pinched hard enough, he would vocalize utterance, but nothing short of squashing would cause a squeal.

I can not see that the firemen have an equally worshipped idol in Eugene V. Debs. Both men are made of very good material, and neither is lacking in firmness.

For further remarks on the subject, the Engineers' Journal may be at hand. Sincerely yours,

J. E. Phelan.

COLUMBIA, PA., March 29, 1886.

Editors Locomotive Firemen's Magazine:

I am only a young member of our noble Order, but would like to say a few words in regard to corresponding for our Magazine. I have been a member of other orders for some years and have been accustomed to seeing some communication from the Lodge with which I was connected in each issue of the Magazine, and I am confident if some brother from each lodge would write, if only a few lines, they would be very acceptable, and help to increase the subscription list of our Magazine.

Prospects for increasing our membership are very encouraging, and if our expectations are realized, we shall soon number a hundred and more. Hoping you will think these few lines worth publishing, I am, very respectfully,

Joseph B. Cough.

EAGLE ROCK, IDAHO, March 16, 1886.

Editors Locomotive Firemen's Magazine:

As there has been no correspondence to the Magazine from this place for some time I take the liberty of writing a few lines. Clark-Kimball Lodge No. 113, is doing well—several new members have been initiated and several petitions are under investigation. Bro. Keach is the youngest member and is holding down the left side of the 99. Bro. Pat. Freeman went to Ogden to-day and took a pass along with him for P. J. Freeman and wife from Ogden to Eagle Rock. Bro. Gormon looks sad and says it is his time next. Bros. Russell and Fryman are pulling passenger between here and Spring Hill with the 58 and are never late. Among the freight men we have Bro. Geo. Oram on the 17 with Bro. Purdie on the left; Bros. Enderweis and Moore on the 54; Bro. Bristol runs the 280. Bro. McGarrahan came down from Butte to take the 280 and is the happiest man on the U. & N. at present. Bro. Lysas runs the 55. Bro. Hite keeps the 19 hot for Charley Patterson. Bro. Howe is here from Shoshone and is going to stay. Bros. Shaw, Warner and Cobbly are "in the canyon and Bro. Cobbly gets off at High Bridge every trip. Bro. O'Mallon is running the 22 out of Ogden with Bro. Ingling on the left. Bro. I. took ten days to learn the E. R. yard. Bro. Brown is making fly runs with the 18, but don't stop long in Battle Creek. Bro. Lee Harris was off thirty days and fooled all the boys by coming back alone. Bro. Fatch fires the 10 and don't go to sleep coming down the hill. Bro. Sweeny is running extra out of here and is always smiling when you meet him. Bro. Leaf handles the No. 5 on the 12 and would be happy if the cab was a little higher. Eagle Rock Div. No. 261, B. of L. E., gave a grand ball Feb. 3, which was a grand success. The boys all wondered what Bro. Fryman laid off that trip for as he was around the round-house all the time. He will be showing his new clothes in a few days. Bros. Goodale and Hourigan are the dispatchers here and are always on duty. Bro. Wharton goes to Camas as soon as he gets in. The boys are all looking forward to the time when broken rails will be a thing of the past, and if nothing happens they will not wait long.

Short Rail.

A Plea for the B. of L. F.

Editors Locomotive Firemen's Magazine:

As the time for conventions of the respective Brotherhoods draws near there are some questions that affect both organizations which will bear inspection and discussion. The most important of these is the clause in the Constitution of the B. of L. E., debarring men from their Order who are members of the B. of L. F. Whatever the intention of this clause may be, I think it has overstepped the desired end. It is not in harmony with the fundamental principles of this country, viz: Freedom of thought and action. Instead of excluding a man from a member of the B. of L. F., it would be wiser to disqualify him for not being a member. Take the Masonic order: a man cannot go into a Chapter unless he passes through the blue lodge, and was a man ever rejected by a Chapter for being a member of a blue lodge? These orders are dis-

tinctively apart and one cannot legislate for the other, yet they are in perfect sympathy with each other. Why could not something like this be effected between the two brotherhoods? The Brotherhood of Locomotive Firemen have stood on the lower round of the ladder and passed up the bricks of which the B. of L. E. is constructed and of which they are so justly proud. There is a passage in holy writ saying that "the stone that the builders rejected has become the chief stone of the corner."

This, I predict, will be the situation in a few years. The age of conservatism with us is passed, we have not reached radicalism now as we wish to; we live in a liberal age and in the name of liberality, and liberty that has raised men's minds to thoughts sublime, and nerved men's arms to deeds of valor, that has made a handful of men perform the work of legions, I say to these gentlemen: Remove the obstruction, abandon the position you have taken, eliminate from your Constitution the feature that is keeping good men away from your Order. A member of the B. of L. E., during a recent interview with a railroad official concerning the relief plan of the company, who represented the engineers, very wisely urged that the plan would rob their Order of prospective members. This was a very good argument and a very true one, but these gentlemen lost sight of the fact that they were doing this very thing themselves, they were building up with one hand and tearing down with the other.

The objectionable feature has been in existence scarcely six months, but I think the wrong is apparent and it behooves these gentlemen to step back or rather step ahead, for a wise concession is never a backward step.

I hope at our next Convention something will be done, we surely can afford to make the first step in the right direction, and I earnestly hope it will be taken.

In conclusion I would say to the B. of L. E., I do not write this article in any bitterness of spirit, I have the most profound respect for their organization and am prompted by the desire to see the two Brotherhoods closer together. *Merton.*

THORNTON, IND., March 6, 1886.

Editors Locomotive Firemen's Magazine:

As I have been a reader of your valuable Magazine for several months, I thought I would write you a few lines to let you know how highly I appreciate your interesting publication. I would not be content without it, and you may set my name down as a life subscriber. It may be that I am so deeply interested because I spent several years on the rail. I am now trying to make my way through life by farming; but if I were 500 miles away from any railway, I think I could get along much better. It matters not what I am doing, when I hear the whistle of a locomotive, I instinctively stop work as long as it is in hearing.

I have frequently been in your city, Messrs. Editors, and often think of Wm. Barr, Clint. Idler, Jacob Sachs, Andrew Walker, and others of the Vandallia line for whom I used to fire.

Wishing success to your Brotherhood, I remain yours truly,
J. H. Goldsborough.

"The Mighty Massive Mogul."

(Tune: "Get on board, children.")

When the warm and welcome sunlight
Brings forth the tender grass,
When the rocks begin to ripen
On the steep and stony pass,
The fireman on his engine
Reposeth like a log,
While the Mighty Massive Mogul
Meanders through the fog.

"Aslant the slope we glided;
The night was warm and still;
The wary engineer kept watch
To wait her down the hill.
I heard, e'n while I slumbered,
The steam flit from the dome,
And our Mighty Massive Mogul
Was hurrying us home.

"How oft the boys had told me,
While travelling down this trail,
If we should hit these rocklets
We were apt to leave the rail.
I thought that they were foolish,
And I fixed my little bed,
While the Mighty Massive Mogul
Down the mountain madly sped.

"I saw the switch at Pocano;
We crossed Bridge Seventeen;
We darted through the snow sheds
And round the curve at Keene—
And with a moment's warning
We felt a fearful shock—
And our Mighty Massive Mogul
Was dashed upon a rock.

For a moment then she trembled;
Alas! she could not stand—
She tipped and tumbled over
On this poor fireman.
I thought my neck was broken,
Both legs above the knee;
And our Mighty Massive Mogul
For steam we could not see.

"Then I thought of all my relatives,
My friends so good and kind—
Of the bar and board and barber bills
I'd have to leave behind;
And if I should recover
I'd be crippled, crushed and lamed;
And our Mighty Massive Mogul
All mangled, wrecked and maimed.

"Then I felt a hand upon me—
'You're nightmare!' some one yelled.
I looked, and there behind me
My engineer beheld.
I knew that I'd been dreaming,
And saw with some regret
Those bar and board and barber bills
I'd have to settle yet.

SALIDA, COLO.

—Silas Worman.

NORTH PLATTE, NEB., April 17, 1886.

Editors Locomotive Firemen's Magazine:

Will you please give space to the following items:
The boys all congratulate Bro. P. H. Sullivan upon his election as School Director. Pat will make a good one. Bro. M. J. Cronin is confined to his bed with sickness, but we hope to hear of his early recovery. Bro. Lynch is not yet over the effects of the wreck in which Bro. Bohan lost his life. His engineer, Chas. Burns, is getting along nicely, and we hope he may soon be at his post again. We regret very much to lose our Division Master Mechanic, Mr. J. H. McConnell. He is a very clever gentleman and our members are all greatly attached to him. Our Financier says he don't like the west end of the road; that is easily accounted for. Jack Dunn has twin boys at his home and we heartily congratulate him.

W. S. D.

TUCSON, ARIZ., March 4, 1886.

Editors Locomotive Firemen's Magazine:

No. 44 has literally been "out in the cold" for a long time past. I trust that this will not be true in the future. The boys all long to behold their Grand Instructor, Bro. Hannahan. A visit from him will be duly appreciated. Never before did we feel so much the need of cheering and inspiring words. We promise that he shall be royally entertained. Many changes have taken place among our boys. The new year found Bro. Bonney stationed as hostler at Yuma, who, by the way is our ladies man. Bro. Ardis has also won promotion in the same place and we are heartily glad of it. Billie Houselibe has the switch engine at Deming, N. M. Bro. Griggs is now pulling the throttle on the east end. The twins are still alive, one working diligently with the world renowned Johnny Bruce, while the other is still faithful to old time Dick, sometimes called "Smoothy." We are proud of our Financier "Charley," he is always to be seen with out stretched hands when the pay car is near. Rumor has it that Bro. North lives in hopes of winning the \$500.00 prize. Success to you Tom and so say all the boys. Bro. Holliday is our stainless man, one of nature's noblemen, while Bro. Frank Smith is our hero, big-hearted, generous and true, beloved by all who know him. We lost our singer when Bro. Sargent left. McQueen is our orator and right eloquent he is. Our professor is Bro. Schneider, a gentleman in every sense of the word. It is whispered around that Bro. Simpson is working faithfully in the hope of something better by and by—keep at it Frank. "Perseverance conquers all things." Bro. Miller at Bowie is our handsome man. Bro. Stout, our Master, presides with becoming dignity, and last but by no means least come Bros. Hemphill, Armstrong and Connor. All good Brotherhood men. It is said that in "Union there is strength," hence dear boys it behooves us to push forward with united efforts to make No. 94 one of the leading lodges. Let us have no representative on the black list for '86. Let us strive so to live that we will be as "Shining Lights" for the grand old cause of Benevolence, Sobriety and Industry. By living up to the teachings of our Order I feel that—

"Conquer we must for our cause it is just,
And this be our motto: 'In God is our trust,'
And the Brotherhood of Firemen, shall live
In the land of the free,
And the home of the brave."

A fine library has been organized under the personal supervision of our master mechanic, who has the interests of the boys at heart, doing all he can to help them, socially and intellectually.

For the Brotherhood always,

Scribbler.

SALT LAKE CITY, UTAH, April 16, 1886.

Editors Locomotive Firemen's Magazine:

Allow me, through the columns of the Magazine, to shake the manly hand of Mr. James McDonough, of Division No. 206, B. of L. E.

B. L. Vinsan,
Salt Lake Lodge No. 178.

WADSWORTH, NEV., March 3, 1886.

Editors Locomotive Firemen's Magazine:

This is a far-off country but seldom heard from, and you may pardon this innovation to learn something of the conduct of our boys.

Bro. L. Huston was united in the holy bonds of matrimony to Miss Belle Pope March 17th. A reception was given at the home of the bride's mother, and their many friends availed themselves of the opportunity to extend thousands of good wishes. The many tokens of regard, both useful and ornamental, speak well for the esteem in which the popular fireman of the 159 and his charming wife are held.

Again we hear the marriage bell, and another of our brothers has sworn eternal allegiance to one of Reno's fair daughters. March 1st, at St. Mary's Church, Reno, by the Rev. Father Maloney, John V. Cronan to Miss Katie E. Bigg. After the nuptial vows were spoken, the bridal party repaired to the residence of the bride's parents, where refreshments were served and a social time was had until the arrival of the Pacific express, when their many friends wished them Godspeed and the usual old shoe was thrown after them. A pleasant home awaited them in Truckee, for John had been hard at work for several weeks preparing the cage for his bird, and he returns thanks to those who have assisted him. The presents were many, showing that our Cronan and his bride have a large circle of friends.

Hoping that my letter has not been too exhaustive, I will say "*Au revoir*," with the kindest regards from Truckee Lodge No. 19. Yours without a murmur,
Ex.

BELLWORTH FALLS, VT., May 8, 1886.

Editors Locomotive Firemen's Magazine:

Being a constant reader of the Magazine and a member of Wm. A. Foster Lodge No. 216, I have never as yet seen a word from any of the members, and therefore concluded I would lead off, in hopes that some one more capable may take a hint to send in a few lines of encouragement once in a while.

The members of No. 216 are composed of several different roads, the Fitchburg being the most important, next the Old Colony, then the Cheshire, which furnishes the fewest members, for the reason that a great many of the men are in fear of their Master Mechanic, who is, as report goes, rather opposed to the Brotherhood, but there are a few that have dared to join the ranks, and I do not know but they are thriving as well as they would had they not done so. The Cheshire is a small road, there being only about twenty firemen employed in all. Of the B. L. F. boys, C. Hodge has been on the right-hand side now nearly a year with good success. W. Greene, E. A. Crosby, V. N. Williams, and Carl Isham are doing scoop duty on the four passenger trains. Mason and Stratton have the two best freight trains on the road. We think the boys are looked upon with as much respect as they were before joining the ranks.

The Order, as we all know, is doing a laudable work, and no man who follows the vocation of locomotive engineman can afford to remain out of the organization. At least such is the opinion of

Stoker.

PARSONS, KAN., April 21, 1886.

Editors Locomotive Firemen's Magazine:

The Brotherhood of Locomotive Firemen's convention assembled in this city on April 20. There were present Grand Master F. P. Sargent, Grand Secretary Eugene V. Debs, Grand Organizer and Instructor J. J. Hannahan and about one hundred and thirty delegates from other lodges.

They were in secret session a good part of the day, the proceedings of which we are unable to give owing to our not enjoying that much esteemed honor of being a member. But enough is learned from conversations with members to assure us that it was conducted with ability and resulted satisfactorily to all concerned.

The question of the members of the Brotherhood who are also members of the K. of L., being called out on a strike by the latter body, was taken up and discussed at some length.

The instructions given by the members of the Grand Lodge to the members of the Subordinate Lodges was that they should serve faithfully in whatever capacity they are serving.

Last evening a public meeting was held in the opera house, and never since its completion has it been packed as it was then, and by an audience composed of Parsons best people.

Mayor A. O. Brown delivered the address of welcome, followed by Rev. H. A. Tucker, who entertained the firemen and the audience for a few moments with an eloquent and pointed address in which he commended the firemen in very high terms. Ex-Senator Angell Matthewson was next called to the rostrum and delivered one of those happy speeches for which he is justly celebrated.

Mr. Matthewson took occasion to say during his remarks that during his residence of twelve years in the city of Parsons, he had seen engineers mount their engines in an advanced state of intoxication. He had seen conductors enter their trains equally as far gone, but never in all that time had he seen a fireman go on duty any the worse for liquor, and cited Charley Fletcher, a Parsons boy, as an example for those to follow who would succeed.

Grand Master Sargent then stepped upon the platform and was greeted with loud cheering. Mr. Sargent acquitted himself most creditably, especially in the manner he handled the Knights of Labor question, which was done in a fearless and dignified manner, and gained him friends on both sides.

Grand Organizer J. J. Hannahan then favored the audience with a straightforward talk, rich with good sense and logic.

Grand Secretary Eugene V. Debs finished the programme of the evening with a neat and attractive eulogy upon the different labor organizations. Mr. Debs captivated the house. At the first sign of his concluding his remarks, there could be heard throughout the audience loud calls for him to go on! go on! A pin dropping on the floor could have been heard while he was speaking, people were listening so intently, excepting when their pent up emotions would give vent through enthusiastic applause. In this manner time flew, and ere we were aware of the fact midnight was close at hand. The

meeting then adjourned, but not to go home. Everybody wanted to shake the hands of the noble champions of so noble an Order as the Brotherhood of Locomotive Firemen. After this was gone through the boys were permitted to depart, carrying with them the best wishes of Parsons' best people. Come again boys, you will always be welcome visitors to Parsons.

W. B. B.

NORTH LACROSSE, WIS., April 8, 1886

Editors Locomotive Firemen's Magazine:

Having been a reader of the Magazine for the last four years, I can not remember having ever seen anything about our Lodge, and I thought I would let you know how we are prospering in this section.

Bro. Cawley returned from Texas on account of not liking that country. He is now located at No. 590 Mill street, keeping a restaurant, and if any of the boys want a square meal, day or night, give him a call.

Bros. Gerhardt, Sullivan, Maloney, Sterneman, Gleiss, and Bloomfield are now on the right-hand side. Bro. Conway thought there never was an engine equal to a Rhode Island until he got the 361. Bro. Moriarity is called the "dude" fireman of the West End. Bro. McCain feels very proud of the 613. Worthy Master McHugh would like to exchange the 189 for a black engine. Ask Bro. Swift if he read all of those Sunday-school papers. Bro. Argall says he don't want to change off any more. Bro. Brown is the happy father of a big boy. Bro. Mulcahey likes the 464 better than he did the 447. Bro. Shannon says the Sparta boys were a little scared on his trip with the fire engine. Bro. Karch says he can't get rid of the way-freight. Bro. Hiscok calls the 87 the Jersey Lily. Bro. Gesenkorn is waiting for the Dubuque band to play here again. Bro. Connors is waiting for the limited express to be put on. Bro. Drew thinks that when the 472 comes out of the shop she ought to stand it for at least five years. Bro. Ginder is the leading politician of the Portage round-house. Bro. Grimes says the 659 is the best engine the C., M. & St. P. Co. owns. Bro. Rolleston can see better now since they took the snow-plow off the 640. Bro. Barker likes a Mogul better than a switch engine. Bro. Brisbois lost his sister a short time ago, and the members all express the deepest sympathy for him.

G. U. Esme.

EAST SAGINAW, MICH., March 16, 1886.

Editors Locomotive Firemen's Magazine:

I take pleasure in presenting your readers with a brief sketch of Saginaw Valley Lodge No. 286. It is located at East Saginaw, the business center of Northern Michigan. Ten or twelve years ago they had a Lodge of the B. of L. F. here, but circumstances compelled the boys to throw up their charter at that time, and for years they did not think of any such thing as a Brotherhood at East Saginaw. But one or two of the engineers remained in the Brotherhood, belonging to Division No. 1 in Detroit. Later on the firemen running into Toledo—amongst them myself—joined C. R. Whipple Lodge No. 142. The number of Brotherhood engineers was increasing on our road, and after we took Bro. Frank Barker to Toledo; he and Bro. Shinsky insisted on us having a Lodge in East Saginaw. The rest of the members

assisted them, and we started six months ago. Our standing financially and numerically is good, our growth in numbers is phenomenal, and, what is the best of it, since we got organized, the Brotherhood of Engineers, Brotherhood of Brakemen, and Order of Railway Conductors all organized in East Saginaw, so that the Flint & Pere Marquette Railroad might be considered a Brotherhood road to-day. The majority of our members are, of course, of the F. & P. M. R. R., but we are getting some from the M. C. R. R., S. T. & H. R. R., T. A. A. & N. M. R. R., and all the other railroads running into East Saginaw. Yours fraternally,

Hungarian.

NEW ORLEANS, LA., Feb. 5, 1886.

Editors Locomotive Firemen's Magazine:

The desire to remind the Brotherhood at large that Endeavor Lodge No. 267 is still in the ranks, has caused me to lay aside my usual modesty and offer the following for publication.

No. 267 was organized on the 8th of May, 1885, with seventeen charter members, and has since that time raised her membership to twenty-one, with quite a number of applications on hand demanding our attention; but owing to the brisk business done by our road the boys could not attend meeting, and therefore, for want of a quorum, Lodge business has been neglected to a certain extent. However, we are at present expecting business on the road to slack up, when we will be able to attend meetings more regularly, and will soon have everything in splendid running order again.

The boys who had the pleasure of meeting Bro. Debs, while in New Orleans representing our Brotherhood at the Engineers' Convention, consider themselves very fortunate. We should all have liked very much to meet him. Bro. Stockton has been promoted, and can now be found on the right hand side of the 77. Bro. Dunn is taking a rest—he needed it. I must not forget to give you a word or two concerning our ball. Our worthy Secretary, Bro. Hardy, was voted the honor of being the best dancer on the floor, by the ladies. We are indebted to Mrs. J. Wright and Miss Dora Hart for handsomely decorating the hall. They have our thanks. Our Master Mechanic, Mr. Harup, was also very kind to us, doing all he could to make our ball a success. Bro. Flynn has been appointed our Magazine Agent, and we should like to see that \$500.00 come to New Orleans. Bros. Judlin and Coffey are stationed at Lafayette. Bros. Landry, Furlong, Hardy, Ryan and Ford are firing freight. Bro. Ford is the inventor of a new smoke stack. The question now before the house is, what became of the contents of that barrel? Bro. Judlin has a continual smile on his face, and I believe—but, there, I won't give him away. Our dude, Bro. Evans, is having great success this season. Bros. Ryan and McLaughlin have gone to Texas. We had a letter the other day which spoke enthusiastically of the B. of L. F. boys at Houston, saying that their hospitality was exceeded only by their modesty. Bro. Maguire is laying off on account of the illness of his mother. He has our sympathy. Bros. Fafy and Engler are running extra on the T. & P. I now close with an invitation to all Brotherhood men who come this way to give us a call.

Fraternally yours, Left Side.

A Visit to Home.

After roaming 'round this world, I return once more
 To scenes of childhood near my father's door,
 Where once I played and happiness did teem
 In days that's past—it seems just like a dream.
 I came to pay a visit, not to stay;
 My heart turns sick at thoughts to turn away.
 Weary worn from travels far and wide,
 Sometimes on desert sands or ocean tide.
 When man is tired, wandering, and alone,
 His heart will ever fondly turn to home.
 I see my father come to meet his boy,
 For in my youth I seemed to be his joy.
 The years of toll and labor mark his brow;
 And yet methinks I see him standing now
 In youthful strength of days that are gone by.
 Alas! the fire has left his piercing eye.
 The ever-welcome neighbors cluster round;
 I love to hear their gentle voices sound.
 Many of them have passed into decay,
 For death man never holds at bay.
 The children, too, whose pleasures I did share,
 Have grown up and scattered here and there.
 The old shade tree stands in former pride,
 O'er which many and many a storm did ride;
 And many a time, when tired from play,
 I crept in its shade from the sun's hot ray.
 To bring my peaceful thoughts to a sudden close,
 I hope thou wilt remain in sweet repose;
 A blessing ever on thee I'll bestow;
 Is my parting thought before I go.

SHENECTADY, N. Y.

—M.

HEMPSTEAD, TEXAS, Feb. 22, 1886.

Editors *Locomotive Firemen's Magazine*:

It is with pleasure I announce the organization of a Lodge of the Brotherhood of Locomotive Firemen here at Hempstead. Bro. J. J. Hannahan, the Grand Organizer and Instructor of the Brotherhood, who came to our little town for that purpose, was welcomed with delight by our boys and they look forward to his next visit with great eagerness. With W. M. McMurray for Master, W. A. Weir for Secretary and J. E. Dehn for Financier we have no doubt that the little Lodge, which the boys have titled the "Post Oak," will flourish and become as sturdy as its namesake in the near future.

Mc.

ALLEGHENY, PA., March 16, 1886.

Editors *Locomotive Firemen's Magazine*:

The following are items of interest to P., F. W. & C. men: Bro. Challis has been sick since August, 1885, with typhoid fever; it settled in his right limb and has left him in bad condition. Bro. Mooney reports a new arrival. It is a girl. The controversy between Bros. Beeson and Cawley that raged fiercely for two or three weeks was won by Cawley. "How are the mighty fallen," etc. Bro. Weaver was lately married to Miss Hamilton, of Allegheny. Keep him well in subjection, Mrs. Weaver. Bro. Triem now handles the reverse lever on through freight. Bro. Peterson says they make steam best when well cut back. Don't forget it, Dan. Why are Bro. Cawley and Engineer Mason known as "two of a kind?" Because they are both "Deown East Yanks."

Old Yank.

ST. PAUL, MINN., March 13, 1886.

Editors *Locomotive Firemen's Magazine*:

We have the pleasure of announcing to the readers of the Magazine, that Minnehaha Lodge No. 61, is still flourishing, having about 150 members. The boys are in good spirits, as business is very brisk, owing principally to the Ice Carnival and the building of the Ice Palace. This is the first Ice Carnival ever held in the United States. The Ice Palace is a perfect success, being a magnificent structure, built solely of ice. Borealls, the Ice King, was so much pleased with his palace, that he has, as a reward for faithful services, titled a number of the leading men in the Carnival Association. Bro. Titus was the engineer of the train that brought His Royal Highness and suite, safely over from their icy domain, and for his share in the performance he was titled the "Duke of Manitoba." In addition to the above good fortune, Bro. Titus has won in wedlock, a very estimable young lady of Wilmar, Minn. They have the best wishes of all who know them. Getting married seems to be all the rage in this locality. Bros. Sam Hill and John Maher, have each taken unto themselves a better half. Happy lads! Bros. LaRock and Mulcare would like to follow suit. Bro. Kuhn is the proudest man in town; he has a little fireman at his house who tips the beam at sixteen pounds. Our dude, Bro. Chas. Buckley, still holds down the 10; he is also the Magazine Agent for '86. Bros. Ludwig, Olds, Roope, Walters, Wyandt and Watson, still reside in the suburban town of Minneapolis. There are others whom I would like to mention, but as I have worn out my pencil, and afraid that I will also wear out the patience of the editor, I will subscribe myself,

B. J.

HEMPSTEAD, TEXAS, March 31, 1886.

Editors *Locomotive Firemen's Magazine*:

I would like to say a word concerning the ball given by the ladies of Hempstead, especially the wives and sisters of Post Oak Lodge No. 303, B. of L. F., which occurred Friday night, March 12. To say it was a grand success is but a mild expression. At 9 o'clock a call from Wm. McMurray, Master, brought all those versed in the terpsichorean art to the floor, when from that time until 4 o'clock in the morning all tripped the light fantastic toe to the music of Limper's band. About 12 o'clock all retired to the supper room, where Mrs. McMurray, wife of our worthy Master, and Mrs. Warren Wier presided over a sumptuous repast, consisting of coffee, cake, fruits, nuts and all the delicacies of the season. Wheeler's Hall was tastefully decorated with evergreen wreaths and mottoes appropriate to the occasion. There were several brothers of Bayou City Lodge No. 146 present, which inspired us to make the occasion all the more enjoyable. Miss F. Ballard, also of Houston, lent grace and beauty by her presence. We are particularly indebted to Mr. J. A. Felker and lady for favors granted; also to Miss Lena Hartz and others for their kindly assistance. Having succeeded so admirably with our first venture, we feel encouraged to try again in the near future and have a rousing time. Hoping this may find a corner in the Magazine, we remain

One of the Boys.

NEW HAVEN, CONN., March 8, 1886.

Editors Locomotive Firemen's Magazine:

We were somewhat disappointed to see the union meeting that was to have been held in New York City on February 28th transferred to Buffalo, for we had made arrangements to be well represented. Still, we hope there may be a similar opportunity at a not distant day and we shall then avail ourselves of the advantages of the occasion.

I am pleased to say that No. 284 is in excellent standing with fair prospects of still further improvement. We were organized August 22, 1885, with fourteen charter members that formerly belonged to Just in Time Lodge No. 149. Since that time we have grown to a membership of thirty-seven, all true men who take an active part in all the affairs of the Lodge. We have a sick benefit fund from which sick and disabled members receive \$1.00 per day. Our Lodge room, Bros. Sargent and Stevens say, can not be beaten in the Brotherhood. Hoping that all new Lodges will meet with the same degree of success I remain,

Yours fraternally,
Eugene S. Alling.

BALTIMORE, MD., April 10, 1886.

Editors Locomotive Firemen's Magazine:

As it is seldom that anything appears in the Magazine regarding Oriole Lodge No. 214, I have concluded that a few words from this point would not be out of order. We have what may be called a live Lodge, every meeting being looked forward to with interest. Every meeting is spirited, each member from the Master down to the lesser lights vying with the other in advancing the interests of the Lodge. We have but forty members, but when it comes to fidelity and energy they will compare favorably with the best in the Order. This is a city of monuments and the stranger who visits here can see them upon every hand. The sights that greet the stranger in passing through our streets can but bring back to memory the history of the past. He goes from one thoroughfare to another until he halts before that lofty tower of liberty, and with admiration he now reviews the history of the past, his eye meanwhile following the column to its uppermost peak, and there he sees the Father of his Country, George Washington, standing erect, with parchment in hand, the symbol of American liberty. The stranger proceeds and arrives at the intersection of three streets. In the center of the intersection and surrounded by a neat iron railing is a monument, and upon reading the inscription one may form an idea of a true type of the Baltimorean, for beneath that column sleep the remains of two true and noble sons of America, who, to save their city and country from the attack of the British, lay in ambush until General Ross, leading the British forces, was but a few feet away and then shot him dead. They were immediately riddled with bullets themselves. Thus two young men, barely out of their teens, sacrificed their lives for the love of their country in the war of 1812.

Baltimore derives its name, as all know, from Lord Baltimore, and Oriole, the name of our Lodge, takes its name from a bird whose plumage is black and yellow, the color worn by the founder of the city.

Not long since we received a communication from

Grand Organizer Hannahan, announcing that he would be with us. A special meeting was called for March 20 and a good attendance was had. We were all delighted to meet Bro. Hannahan and a general hand-shaking followed all around. Bro. Hannahan took the chair and called the meeting to order. He then delivered an address of some length, in which he reviewed the aims and purposes of the Order in a manner that was highly appreciated by all. Bro. Hannahan also exemplified the secret work and gave us many valuable instructions. Other members took the floor and participated in the meeting, which was of interest to all who were present and will long be remembered. At the close of the meeting Bro. Hannahan was escorted to the depot by the members in a body and took his departure for New York.

Earnestly wishing long life and abundant prosperity to our noble Order, I remain yours fraternally,
Oriole.

DETROIT, MICH., March 6, 1886.

Editors Locomotive Firemen's Magazine:

Here we are for the first time. I guess our sister lodges will think I'm asleep, but I hope this will satisfy them that such is not the case. We are active and prosperous and I am proud to say, our members are very punctual in attending meetings and paying their assessments, although the majority of them draw very small pay. We have had but two expulsions since January, 1885; now, I claim that is a good record for a lodge with sixty-five members. In order to enable us to keep up this record I hope the representatives at our thirteenth annual Convention may recognize the expediency of so adjusting our insurance system as to reduce our assessments so they will fall as lightly as possible upon the poorly paid members of our Order. I am quite certain that such legislation would materially reduce the expulsion lists that have grown to such proportions during the past few months. As this is my first attempt, I will close, and if this finds a place in the Magazine, I may venture to tell you more at some future time.

Yours in B. S. and I.,
Tim.

NEW ALBANY, IND., March 2, 1886.

Editors Locomotive Firemen's Magazine:

Seeing my first was not written for the wastebasket I will now write again. Tunnel Hill is flourishing. By degrees she is climbing up, and will soon reach the top round. What is the matter with all the Brotherhood men's wives? As long as 281 has been in existence, no one has written in her behalf. It was really discouraging to see letters from so many Lodges and none from Tunnel Hill. I think some of the rest should wake up and try their hand at the pen.

I can guess what makes our Worthy Master T. D. Fisher look so happy. On March 25, he was married to Miss Rosia Steersletter, of Ramsey Station. The happy couple have gone to housekeeping, and while we fully approve of the step Bro. Fisher has taken we hope that Mrs. F. will not prevent him from attending the Lodge. Joy, happiness and peace be with them is the wish of the boys of 281. With success to the B. of L. F., I am, fraternally,

R. E. S.

JIMULCO, MEXICO, March 22, 1886.

Editors Locomotive Firemen's Magazine:

Through the energy and perseverance of Bros. Mart Adams, Harry Murry and others, the Firemen's banner has been hoisted on Mexican soil. On the 22d day of February, Washington's natal day, Soledad Lodge No. 305 was organized, and now sends greetings to her sister lodges. We selected the name Soledad (English translation, solitary), as it was the only lodge in the Republic. Bro. Adams is Master, Harry Murray, Vice Master; Charlie Kopke, Financier; Wm. Laudon, Magazine Agent, and J. M. Cornelius, Secretary. We could not have done better for Master, Vice Master, Financier and Magazine Agent.

Through the kindness of Engineer Thos. Clark our Lodge was organized and our meetings are being held in his apartments. We will soon have a new and commodious hall, then we hope some of the brothers from the States will give us a call.

We invite Grand Master and all, but be sure and come a few at a time, as this town cannot be seen for the want of houses, and accommodations are rather slim.

The road has been running into this place for more than two years, and still our hotel is a box car, so you can form from this some idea of what the town is like.

The place being small does not make Soledad boys the less hospitable, so come one, come all. Our houses are built of adobe with dirt floors, which are good enough if there were enough of them. One thing we have here to perfection is the climate it is always pleasant.

When reading the Magazine some time ago, I forgot what number, I noticed that Bro. Frank Nelson was bucking snow some where in Nebraska. It makes me feel cold to think of it. I used to fire for Bro. Nelson when he was running here and would like to see Frank again. We are in hopes that the members and their lady friends in the States will not forget the brothers in this isolated country.

In every number of the Magazine we see mention of balls and other entertainments where the boys can enjoy the company of the beautiful, intelligent, high minded and accomplished American ladies, which is something we cannot enjoy here. As this is my first I will close.

Atlas.

HARRISBURG, PA., April 6, 1886.

Editors Locomotive Firemen's Magazine:

The following account of a presentation to our Lodge is taken from the Harrisburg Telegram, and you will oblige us by giving it space in the Magazine: "One of the most prosperous secret societies in our city is the Brotherhood of Locomotive Firemen. The motto of the Order is 'Benevolence, Sobriety and Industry,' and there is no society where the mottoes are lived up to more fully than in this. The Lodge in this city is known as Harrisburg Lodge No. 174. Meetings are held on the second and fourth Sundays of each month, at Kinnard's hall, 305 Broad street. At the regular meeting last Sunday afternoon the guard announced that a committee of ladies were outside seeking admission. After some little delay the ladies were admitted to the sacred precincts, and

it may be said that this is the first time our threshold has been crossed by the foot of woman. Let us hope, however, that it may not be the last. The object of their visit was made known by Miss Fannie Shepherd, who placed upon the altar a beautiful garnet plush altar cloth, lined with old-gold satin, elaborately worked in old-gold chenille, with the initials and number of the Lodge, intermingled with various colored flowers of the same material. The edges were trimmed with old-gold and garnet balls of chenille. Miss Shepherd presented us with this very acceptable article in behalf of the sisters of this Lodge as a token of their esteem and good wishes. Bro. B. Austin responded in a fitting speech, thanking the ladies for their kind remembrance of us as an Order, and promising that, with such encouragement, we would redouble our efforts to prove worthy of their confidence. Bro. Austin related to the ladies the objects of the Order, and how from a struggling membership of twelve in 1873 we now numbered upwards of 18,000, representing over 300 Lodges throughout the United States and Canada. Remarks suitable to the occasion were made by some of the others present, among whom was noticed visiting Bro. C. S. Bowen, of Oriole Lodge No. 214, Baltimore, Md. Among the ladies present were Mrs. R. T. Shepherd, Mrs. A. Martin, Mrs. J. B. Herr, Mrs. H. S. Gingrich, Mrs. George Vallance, Mrs. H. Snoke, Mrs. H. O. Motter, Mrs. S. Poet, Mrs. William Andrews, Mrs. E. Wenrich, Mrs. William Brant, Mrs. C. W. Sellers, Mrs. George Taylor, Mrs. William Smith and Miss Fanny Shepherd. It was a very enjoyable occasion, and the members appreciate highly the thoughtful generosity of the fair donors of the beautiful gift."

Oliver.

STANSBERRY, MO., April 4, 1886.

Editors Locomotive Firemen's Magazine:

After a careful perusal of the Magazine we fail to find anything from the hamlet lying upon the banks of the placid "Wild Cat," in which is located Banner Lodge No. 56, B. of L. F.; therefore we will try and give the readers of your valuable journal a few lines in order to let the outside world know that we are still in existence. We have undergone another change in the office of M. M. on this Division. Mr. W. H. Selby, formerly of Moberly, has been appointed M. M. for the St. Louis & Council Bluffs Railway, vice F. W. Deibert, resigned. Probably some of our readers will wonder where the St. L. & C. B. R. R. is. Well, it is that part of the W., St. L. & P. R. R. lying between Pattonsburg, Mo., and Council Bluffs, Iowa, Thomas McKissock, Receiver, and E. A. Buchanan, Superintendent. The strike on the Gould Southwestern system has played sad havoc with the business on this and other railroads in this section of the country. No. 56 has been exercising her goat of late, the equestrians being Bros. T. J. Barnes, C. E. Fox, Geo. Mock, D. L. Collier, T. H. Matthews and Wm. Griffin. All were first-class riders. We also admitted Bro. L. A. Briggs, of No. 30, better known as the chronic growler (?), by a limited withdrawal card. Not wishing to occupy too much of your valuable time and space with this, but in conclusion will say that No. 56 has been slightly disfigured a couple of times, but is still in the ring. And right here we will break our quill off and stop.

Cellar Bolt.

BOSTON, MASS., March 16, 1886.

Editors Locomotive Firemen's Magazine:

Thinking that a few words from Boston, Lodge No. 57, will be read with interest by those of our members who are not able to attend Lodge meetings, I have concluded to make a few notes for publication. Our Lodge is still increasing its membership, there being admissions and applications at almost every meeting. Some of our members are quite noted and a few words in regard to them may not come amiss. There is Bro. Goodwin, of the New England Railroad, who has never been known to indulge in the use of profane language. He is collector on that road and well does he perform his duty. He was promoted for the third time last week and if you should happen to come around some day you will find him looking for sparks in a smoke-arch and dunning the man who runs her, especially if it is Kilbourn. Bro. Williamson is known as the handsome young man who fires the 19. Bro. Kelley feels quite proud since he has got so he can set an eccentric. Bro. Bagley is now firing the limited and is making a good record for himself. Bros. Bushnell, Parker Howarth and Landon are among the tried and true members of our Order and are deserving of special mention. With many a wish for the success of the Brotherhood, I subscribe myself,

D. F. K.

TRENTON, MO., April 16, 1886.

Editors Locomotive Firemen's Magazine:

As I see no correspondence from No. 33, I desire to say a few words in her behalf. She still lives and flourishes, and generally speaking, is about as live a Lodge as you will find anywhere. The officers are dutiful and the members take an interest in the Lodge and everything is running smoothly. I am glad to see so many able writers contributing to the columns of our Magazine; it is a healthy indication and will have good results.

James McDonough, here is our hand—your sentiments meet with my hearty approval. I am also pleased with the article on the Pennsylvania Railroad "Relief Department," and I think it voices the sentiments of every true member of our Order. We regret to learn of the illness of Bro. Harry Walton, and hope to hear of his early recovery. Bro. Walton is a true man with a big M. Frank Dupell will do for a sample of "lunch flend," but we have a man here who takes a whole pie in five bites. Next!

M. P.

BATTLE CREEK, MICH., April 7, 1886.

Editors Locomotive Firemen's Magazine:

As one of the Lodges that is enjoying prosperity I will mention Calhoun No. 84. Its members are all doing well, particularly Bros. Tighe, Garland, Stapleton and Mitchell, who have met with deserved promotion. I attribute much of our success to our officers—they all attend strictly to business. Bro. Buckley is a first-class Master and expects every member to do his duty. We have as good a class of men here as can be found anywhere, they are all sober and industrious and would be a credit to any organization. As we are running on Townsend's time here we are, always on time.

Ed.

HARTFORD, CONN., March 16, 1886.

Editors Locomotive Firemen's Magazine:

I feel as if I must write and let you know of the glorious event of March 14th, the organization of Hamden Lodge, No. 306, at Springfield, Mass. Arriving at Springfield, Mass., we were met by brothers of 284 and 285 and the prospective members. We were escorted to the Gilmore House and there met Bro. Hannahan and brothers from No. 57 and No. 73. After dinner, with forty men in line, we marched to Crescent Hall, where the meeting was called to order and No. 306 added to the roll of the B. of L. F. Of all the lodges I have seen organized this was, in all respects, the most successful. The members are bright and ambitious, and with the excellent judgment they have shown in the selection of their officers they are bound to meet with success. I predict that within twelve months the Lodge will have a hundred tried and true members through the efforts of Grand Organizer Hannahan, who is doing for the East what ought to have been done long ago. Lodges are springing up like mushrooms in the night. Success to Bro. Hannahan wherever he may go.

After the meeting we were entertained with some excellent music by Bro. Sexton, the king key manipulator of 306, while Willie Day of 285, who is the champion warbler of that Lodge, assisted by the sweet singer of Stevens' Point, gave us a few bars from our "Shanghai Rooster Tail," after which we were escorted to the depot by as noble a body of men as ever handled a scoop. We left on the 7 P. M. train with the most pleasurable impressions of our visit to Springfield. Never shall we forget the organization of No. 306. Wishing continued success to the Brotherhood, I remain as ever

Old Hoss.

COLUMBIA, PA., March 23, 1886.

Editors Locomotive Firemen's Magazine:

I am a member of Columbia Lodge No. 252 and have been for more than a year a reader of our Magazine. Lately nothing has been said of the growth and condition of our Lodge; and I will insert a short letter for the benefit of our absent brothers and those who cannot attend meetings. We organized on February 1, 1885, and we now have a membership of sixty-five. We are located on the line of the Pennsylvania Railroad, the end of the R. & C. R. R. and the Frederick Division of the P. R. R. We have brothers on all of these roads, and hope soon to have a Brotherhood man on every engine going out of Columbia. Our Lodge is in first-class working order. Our Financier, M. M. Hinkle, cannot be surpassed, and we appreciate him according to his worth. Our officers are, without exception, well suited each to their places and faithfully discharge every duty. C. F. Black is the first brother who has been promoted.

Since our organization we have had one death, that of Bro. A. Braun.

Bro. Enrican, who was recently injured, has so far recovered as to be able to fire a shifting engine in Lancaster, Pa. Among our very best men are Bros. H. B. Heiser and Jno. Evans; they are energetic workers and never tire of the good work. With hearty good wishes to all our brothers, I am yours in

Cross Head.

Union Meeting.

PARSONS, KAN., April 21, 1886.

Editors Locomotive Firemen's Magazine:

Not being as proficient in the subject discussed at the meeting on last evening as the eloquent speakers who laid bare the issues for attentive listeners, I shall make an attempt to inform the readers of the *Magazine* of what transpired in our beautiful city on yesterday. Some time since Great Western Lodge No. 24, received word to make arrangements for a union meeting of the Brotherhood of Locomotive Firemen, to be held at this place, and from that time forward nothing was left undone to make the meeting a success, and if such efforts on the part of the members here have not been recognized, it was certainly a fault of the head, not a fault of the heart.

While holding a special meeting Monday afternoon, we received a telegram stating that Bros. Sargent and Debs and twenty-five other brothers would be here on No. 151, whereupon a committee of everyone was appointed to stay up all night and receive the other great guests—some twenty delegates having arrived during the day. Several of our boys met the Grand Lodge officers and party at Osage Mission, and after a hurried degree in the Knights of Rest other members of the party were told that Parsons had been reached, and after a hasty hand-shaking on the platform, all retired for the night. In the morning at 10 o'clock pursuant to arrangements, the closed meeting was called to order by Grand Master Sargent, who stated the object. Eugene V. Debs was appointed secretary. The business of the session was entered into at once, and from appearances one could see that the utmost harmony would prevail. After a thorough discussion of the grievances all but the Grievance Committee left the hall until 2 o'clock in the afternoon.

The afternoon session was called to order by Master A. P. Fraker, of No. 24, with Chas. T. Pepper as secretary. To further our cause and to promote continued good feeling, neat and witty addresses were made by Bros. Channon, Burrels, Pike, Buckley, Goodwin, Smith and Clark. Grand Organizer Hannahan then took the floor, and in a fearless speech occupied the attention for an hour, after which he exemplified the secret work of the order. Grand Secretary Debs then secured the members and delivered a short speech. After a motion to thank the officers and members of No. 24, for their courtesy and kindness to representatives of all lodges present, Bro. Chas. Maier, on behalf of No. 24, returned the heartfelt thanks of our members, and asked the visitors at some future time to again call, whereupon Grand Master Sargent made a few remarks before the closed meeting was adjourned by Master Fraker to meet in public session at Edwards' Opera House at 8 o'clock P. M.

The following is a list of the delegates in attendance: Jno. Moore, No. 6; D. T. Reese, No. 8; A. Williams, No. 21; Chas. Maier, No. 24; E. S. Clark, No. 31; F. Channon, No. 39; Jno. Maurice, No. 3; H. H. Burrus, No. 45; G. Hoffman, No. 49; F. W. Ball, No. 51; I. H. Stout, No. 70; C. T. Allis, No. 74; F. K. Rodgers, No. 77; B. D. Rucker, No. 78; I. M. Dean, No. 83; L. Fisher, No. 109; C. D. Sperry, No. 123; S. F. Garvey, No. 146; G. L. McCordle, No. 148; L. Gist, No.

153; S. C. McFadden, No. 154; W. E. Scott, No. 155; T. H. Matter, No. 156; J. L. Phillips, No. 177; J. L. Candle, No. 243; C. R. Mansfield, No. 263; C. Brantner, No. 288.

In addition to the delegates the following members were present: Chas. Henneschy, No. 127; W. S. Lanham, No. 82; O. Cox and J. F. Royce, No. 8; R. Kitzelman, No. 153; J. H. Humplerey, C. W. Goodwin, W. E. Randolph, J. G. Moses, Don Ritchie, W. R. Dutton, H. Binder, S. A. M. Dolan, Pike, Geo. Smith, J. T. Farris, W. H. Holcraft, Jas. Casten, Jno. Murphy, A. E. Gould, P. H. Finch, J. R. Schuably, W. N. Kerr, W. H. Wood, Thos. Buckley and C. H. Joy, No. 78. The session of the afternoon being over, and after partaking of supper, the delegates spent an hour or so in rambling around the business streets, soon to be called to the opera house where music by the band told all that a large and appreciative audience would gather to hear the objects and intentions of our noble Order discussed. At an early hour every seat was occupied, and hundreds turned away for lack of even standing room. The ladies certainly showed their respect for the boys who risk their lives on the rail, for fully one-third of the vast audience was composed of our gentle friends. Many thanks for their kind approval and presence. Upon the stage were seated Rev. H. A. Tucker, Mayor A. O. Brown, Hon. Angell Matthewson, Grand Master Frank P. Sargent, Grand Secretary Eugene V. Debs, Grand Organizer J. J. Hannahan, and the following representatives of the labor organizations of Parsons: Brotherhood of Locomotive Engineers, Chas. Howlett; Brotherhood Railroad Brakemen, Ad. Foreman; Knights of Labor, W. L. Buchanan; Iron Moulders' union, J. Brennan. Bro. Chas. Maier acted as chairman of the evening, and wore the honors admirably.

The following was the programme of the evening:

MUSIC.

Prayer Rev. H. A. Tucker.
Opening Address Mayor A. O. Brown.

MUSIC.

Address Hon. A. Matthewson.
Address J. J. Hannahan.
Address F. P. Sargent.
Address Eugene V. Debs.

DOXOLOGY.

To say that this meeting was of infinite good will not convey the idea felt in this community as it eclipsed any former effort on the part of any organization or party. Had the committee of arrangement, of which I was one, known that its efforts would have been crowned with such overwhelming success, and that such a grand ovation would be tendered by the citizens of our town to the Grand Lodge and members present, we would not have been fearful of the duty we had to perform. To our friends one and all, and especially to our Grand Lodge officers, I will say for No. 24, that with all respect for the principles of the B. L. F., we will strive to be honored and respected members, knowing that in the welfare and prosperity of our Order lies our future success. Hoping that our brothers will act in the utmost harmony in regard to the teachings promulgated by the union meeting, we thank them for their presence in our city, and to the gentlemen who so kindly appeared upon the

stage at the Opera House, we cordially extend to them our warmest wishes for their happiness and prosperity. Knowing that great good will come to us as brothers, and by a united faith in all that is good, our noble ship, dressed like a bride, will ride into the harbor at Minneapolis with sails unfurled and unstained, a glorious monument to "Benevolence, Sobriety and Industry." C. T. P.

EAST ALBANY, N. Y., March 18, 1886.

Editors Locomotive Firemen's Magazine:

After some months of silence I will try and give you some news regarding the boys of 215. There have been some changes since I last wrote you, of which I will note the following: Bros. A. L. Babcock, Frank Willard and your humble servant have been put on the right side. Business has been very dull here lately and promotions come slowly. I also wish to notify you of the marriage of Bro. Elmer Haley of 215, to Miss Demsey of East Albany. They have the best wishes of Lodge 215 for their future happiness. The following births in the families of our brothers have taken place in the last three months, viz: Geo. Rogers and wife, a boy; W. H. Horton and wife, a boy; S. H. Burhans and wife, a boy; J. Poleon and wife, a boy; C. Lowell and wife, a girl; all of whom are correspondingly happy. Our Lodge is slowly increasing in membership and we are working along slowly and surely on the road to success.

Hoping to have something of more interest to write you the next time, I remain, yours truly,
Tyro.

TORONTO, ONT., April 6, 1886.

Editors Locomotive Firemen's Magazine:

I am very much pleased by the stand taken by the employes of the Pennsylvania Railroad system against the imposition upon them of a so-called Relief Department.

The Grand Trunk Railway Company have lately established the same identical Relief Department, and, I am sorry to say, with little opposition from the employes. It is true that the most intelligent and far-seeing of the men have tried to oppose it, but so far with very little success. Owing to the slight protest made against it at the time it was started, and no doubt anticipating a stronger resistance, as it deserved, the company decided that it should be given a year's trial, and that if it was not satisfactory it should be abandoned. The year has now almost expired, and the company, of course, claim the greatest success for their relief scheme, on the ground that nearly half the men have taken out policies. This is true, but the reason is that a number of the men who were too ignorant to appreciate the position they were placing themselves in, and finding that a certain sum was deducted from their pay every month, made up their weak minds that they could not help themselves, and so had better get what they could for the money they were forced to pay.

It is something astonishing to what a low standard men will sometimes allow themselves to be reduced, and this is more apparent when it is understood that an employers' liability act was lately passed by the Canadian Parliament, not only giving compensation to employes injured through negligence of the com-

pany's employes, but calling for various improvements to more fully insure the safety of men working on railroads. The Grand Trunk Company pleaded the splendid benefit system in force on the road, and so managed to get exempted from the requirements of the act for one year.

I inclose to you a copy of the rules and regulations of the Society, which you will find almost identical with that of the Pennsylvania Railroad. If there is any difference, the advantages are not with us. You will see by the rules that though every employe is compelled to pay a certain sum every month into the fund, he can not get any benefit unless he takes out a policy, necessitating passing a medical examination before a doctor appointed by the company at a stated fee, which, of course, he does not get if he declines to pass the applicant. When one contemplates the gullibility of the men in this matter, it is at once the subject of amusement and of serious thought. There is no doubt but that the benefit and insurance schemes lately started by several railroad companies are aimed at Labor Unions. This is not all. It is an insult to every intelligent man to be obliged to submit to and forced to pay money for something that he does not want, and is not necessary for him. The company do not care the value of a cent for the employes; it is their own interest they study. The Brotherhoods of Engineers and Firemen should look to this. The old benefit system of the G. T. R. R., although not necessary, gave very fair satisfaction, and the foisting upon the men of the present scheme should be sternly opposed. The article in the April number has so fully demonstrated this fact that it will not be necessary for me to say more on this subject. I can not leave unsaid though that the addition of at least \$1.00 per month to the late increase of the B. of L. F. assessments is serious to the majority of G. T. Railway firemen, whose wages are not by any means high. Fraternally yours,
Radical.

CHICAGO, ILL., March 21, 1886.

Editors Locomotive Firemen's Magazine:

The messenger of Death has for the first time since its organization visited our Lodge room and taken from our number our worthy Brother, John Devine, and as we bow in humble submission to the will of our "Master" on high, "who doeth all things well," yet we feel with sorrowful hearts and bowed heads our loss in the death of our brother, and as we mourn our loss for him who has made his last trip on the locomotive of man's design on earth, we earnestly hope, and almost know, that the "piloter" who had charge of the locomotive that glides along the narrow road that leads to that last station on high has made his trip in safety. We also wish, as a Lodge, to return thanks to those who so ably and kindly assisted us from the time of the accident until Mother Earth hid from our eyes all that was earthly of our brother; to the worthy Master of Lodge 42, Bro. O'Loughlin, and to Bros. Scampton, Trainor, Wilmot, Kelly, Wilson, Cashen, Thompson, Parish, Riley, Kelley and Cashen. We humbly thank you, one and all, although words are inadequate to express our heartfelt feelings for the kindness which were shown to us while in your beautiful city.

J. K. D.

MONCTON, N. B., March 25, 1886.

Editors Locomotive Firemen's Magazine:

As we do not see anything more from the able pen of "Jay Eye See," I thought I would let the many readers of our Magazine know that Glad Tidings No. 233 is yet alive and kicking. We are adding to our membership steadily, and hope to have the banner Lodge of the Maritime Provinces when the year 1886 steps down and 1887 climbs up on the footplate of old "Time." Nearly half the members of our Lodge are men who have laid down the scoop and stepped over on the right side, the latest promotion in our ranks being that of Bro. Wm. Bell; we wish him luck.

Some of our members have lately chosen fair life partners; we wish them much joy. Scotty must let up on the long whistle at Welford, or some one will give him away. The conductors say they don't have to wait so long at Rogersville for Nova Frank as formerly.

Our Lodge is composed of energetic workers; we might mention Bros. Coggon, Stewart, and McGuigan, who are able in debates.

Bro. W. H. Anderson lately surprised the Lodge by presenting it with a beautiful altar cloth, handsomely worked by some of Bill's many lady friends.

Bro. Hackett is getting fat; his lay-off is in Newcastle. Now, Jack is a good one; he ranks high in the esteem of the drivers on the I. C. R. R. as one of the best coal-tossers on the road.

Bro. Campbell is one of our youngest members, but he will be a good one we have no doubt. He knows the way from the Presbyterian Church to Hyfield street first-rate by this time.

We read with interest the letter from "F. P. S." that appeared in the December Magazine, which tells of his trip through the East, but he did not come far enough. The next time he comes East, we hope he will find it convenient to visit some of the Lodges in the Provinces, where he will be cordially welcomed by the boys of the B. of L. F.

Pictou Nugget.

KNOXVILLE, TENN., March 31, 1886.

Editors Locomotive Firemen's Magazine:

I have been waiting to see if some member of At Last Lodge, No. 296, would contribute something to the Magazine. Failing to see anything, and thinking it time to let the sister Lodges hear something from us, through the pages of the Magazine, I will, myself, make an effort to convince them that No. 296 is in a flourishing condition with about twenty-five members in good standing. Our Master, Brother J. R. Crittenden, is an eminent and able worker in the Brotherhood, and the way he presides over our meetings is highly appreciated by all. Some of the boys have a chance to spend their time with Bro. C. on the road, as he sits on the right hand side with as much ease and dignity as the oldest of them. Bro. A. R. Robinson, our worthy Vice Master, handles the 35 in the upper yard and gives general satisfaction. Our Secretary, R. A. Maning, is a pleasant little fellow—he fires the 37 on the Chattanooga passenger run for the old reliable engineer Johnny Ramsey, and they seem to be great favorites with the fair sex. Bro. D. B. Yearwood, our efficient Financier, is a gentleman in every respect and

is admirably fitted for the position he holds, and deserves credit for the way he collects his money from the boys.

Bro. A. C. Young has just returned from a trip to Atlanta where he attended a union meeting of the B. L. F. He seems to be highly elated over his trip. We think the way he hurried back to Knoxville and the 121 that there is a black eyed beauty in Bristol who holds the first place in his affections. Bro. S. A. Presnell ought to be the happiest fireman on the E. T., V. & G. R. R., as he has a brand new engine. No. 38, on the Chattanooga passenger run and a brand new boy at home. Bro. J. E. Lee, of Hinton Lodge No. 236, is firing on this road and attends our meetings regularly. The boys are always glad to see him enter the lodge room with his smiling countenance, and always calculate on having a good time when he is present, for he has made several able and appropriate speeches, and always exhorts us to push onward and upward in the good work of B., S. and I. He allows no opportunity pass him without saying a good word or doing a good deed for the Brotherhood. Last but not least is our Assistant M. M., Mr. C. W. Flisk, who is always ready to do anything for the boys within the bounds of reason, and who is highly appreciated by every one of them, and we would be glad to know that all the B. L. F. boys had as good a man to work for. This being my first effort I hope it will meet your approval and not find the much dreaded waste-basket.

At Last.

HAMILTON, ONT., April 7, 1886.

Editors Locomotive Firemen's Magazine:

There is very little left to be said on Bro. Sprague's idea of wages after that gentleman has had his say, so with your permission I will content myself with pitching into Bro. Dosskey, of course, as Silas Wegg dropped into poetry, in a friendly manner.

So, Bro. Dosskey, you think \$2 per day is the pay of firemen, well, not here. Our pay on the road is \$1.60, engineers \$2.95 per day. On Shunters 12 and 20 cents per hour respectively. This is on the best paid division of the road; on other divisions it runs down to \$1.40, \$1.35 and \$1.25 per day. This is a long way from your rate, eh? You claim that when one receives a raise the other does also. Two years ago our engineers got a raise of 20 cents per day, the firemen got nothing. You say we have no responsibility. If you saw some of the boys suspended or fined, because of mistakes made by their engineers as I have seen it, you might be induced to change your mind on this also, Bro. D. And please explain if the fireman is merely a manual laborer, how he is to become fitted to be a mental laborer, in other words, an engineer, when he gets the chance? I hold that a true fireman is as much a mental laborer as his mate, because he must be qualified the same to do the same work, which he is liable to be called upon to do at any time. And do you, Bro. D., think that a marine fireman can be compared with a locomotive fireman? One is part and parcel of his engine, constantly on the alert as to its working, looking out for signals, orders and the hundred and one little things that have to be done every trip. The marine firemen has none of this, as I understand it, but is merely a coal shoveller.

I also think you hardly do justice to the boys on

the cleaning question. Of course, some will not do any, unless forced, others will do a great deal to curry favor, but I believe the majority do it because of a natural pride in seeing their engines look nice, and because we spend one half or more of our lives on the engine and wish to make it comfortable, which it cannot be if you cannot get on and off without looking like a chimney sweep or greaser. Let us hear from you again, Bro. Dosskey.

Messrs. Editors, does Davy Crockett mean to say that the men on the D. and H. only receive \$45 per month and run all they are wanted for that sum? or are they paid extra over a certain mileage. Also that no preference is given to old servants, but that a greenhorn has as good a chance as a man of nine years service? If so, the company are injuring themselves, because the old, trained men must be able to do their work in a more satisfactory manner than a green hand. So thinks, yours fraternally,

151.

LITTLE ROCK, ARK., March 20, 1886.

Editors Locomotive Firemen's Magazine:

I have been waiting for some time to see some more capable member of Rose City Lodge No. 45 contribute to the Magazine. Failing to see anything, I will myself make an effort to convince our sister Lodges that No. 45 is still in existence, with about 110 members in good standing. Bro. W. N. Horton, our Master, is a hard worker in the cause, and the manner in which he presides over our meetings is appreciated by all. Bro. H. H. Burrus, our Secretary, is the right man in the right place. Bro. T. A. Howell, our Financier, is also in the right place, and is a hard worker for the good of the Order. He is working at night, but nevertheless his books are kept in good order, and he is highly appreciated by all of our members.

Bros. I. A. Murphy, P. Yates, R. Miles, and W. N. Horton have crossed over to the right-hand side after several years' faithful service at the scoop. Success to you, brothers.

The great strike that is going on here has caused several of our brothers to be idle for some time. Bros. W. N. Horton and O. J. Holmes can be seen repairing their houses and fences. They both have a nice little cage; all they lack is the bird.

Wishing good luck and progress to the Brotherhood, I am,

H.

WE have on our table the initial number of the "Double-Header," a neat and newsy semi-weekly, published at South Pueblo, Colo., by our talented young friend and co-worker, John A. Hill, whose name is familiar to most of the members of our Order. The salutatory of Bro. Hill has been read with special satisfaction. Among other good things he says: "We propose to defend the right against the wrong, whether the wrong be as rich as Croesus or as poor as Job's turkey," and knowing Bro. Hill as we do, we have no doubt he will stick to his text. The "Double-Header" is in all regards a bright and entertaining paper and is more than worth the price of subscription which has been placed at \$3 00 per year. We welcome the "Double-Header" to our sanctum, and wish it abundant prosperity in the field of journalistic literature.

DERRY STATION, PA., April 7, 1886.

Editors Locomotive Firemen's Magazine:

We organized here on Sunday, April 4, with fifteen charter members. We had a very pleasant meeting, notwithstanding the inclemency of the weather, as it rained nearly the whole of the day. Promptly at one o'clock, Grand Organizer and Instructor Hannahan called the meeting to order, and proceeded to organize. The whole afternoon was spent in organizing and instructing the new Lodge. All being new members of the Order, Bro. Hannahan had a great time putting us through, as some of us rode the goat pretty hard. Speeches were made by Bros. Hannahan, Becson and Peterson, of Smoky City Lodge, 219, and Bros. Daugherty, Fluke and Ament, of 287; also by some of our newly made members, most of them being too much enthused to say anything, not from lack of ability, as one of our boys says that to become a fireman on our division it requires a man to speak the dead languages fluently, work decimal fractions and shovel coal in four or five different languages. Great credit is due to Bro. Hannahan for the untiring interest he takes in the organization of a Lodge. He has gone from Derry leaving a host of friends, who will be glad to give him a hearty welcome when he visits us again. We also thank the members that visited us at our organization. Come again, brothers, and bring more with you.

W. T. P.

RAT PORTAGE, ONT., March 20, 1886.

Editors Locomotive Firemen's Magazine:

Bro. Aleck Matheson, of No. 127, and his estimable wife, who have recently been married, were presented with an elegant china service by the members of the Lodge. The presentation was made by Samuel Wilson, as follows:

MR. AND MRS. MATHESON: We, the engineers and firemen of the C. P. Railway, take this opportunity of calling on you this evening for the purpose of presenting you with a china service, which we hope you will accept as a token of our esteem.

A very pleasant evening was spent, and the new china was set down, after which the guests departed, wishing Mr. and Mrs. Matheson a long life of happiness.

S. Wilson.

EL PASO, TEX., March 26, 1886.

Editors Locomotive Firemen's Magazine:

In behalf of our Lodge I desire to contribute a few lines to the Magazine. It gives me pleasure to say that the Magazine is pronounced by all here the best journal published in the interest of railroad men. Its columns are well filled with readable matter of every variety, and I am quite sure its thousands of readers appreciate its merit. I notice with regret that so many men join our Order simply to disgrace it by swelling its expulsion lists. Why will men be so unprincipled, so utterly destitute of honor? The Order acts in good faith with them, meets all its obligations, and why do these men, so-called, prove traitorous and allow themselves to be branded with disgrace?

A soldier's highest honor is when he can show you an honorable discharge from the service. Why not so with those who leave our Order? If they are not satisfied with it, why not leave like men after obtaining an honorable discharge? A man who

leaves our Order in this manner keeps his self-respect and also carries our respect with him wherever he may go.

Now a word about our members. This month a good many of our boys will go to the pay-car and draw \$130. How is this for a "tallow-pot?"

The members of Old Mexico have finally started a Lodge, and, under the leadership of Bro. Adams, they are bound to prosper, for he is the very embodiment of our principles. The new Lodge will take some of our members, but we have no regret, for what is our loss will be their gain.

Our worthy Master has advanced a step, and is now doing service at Lordsburg, N. M. Our only Oscar is still with us. "Paint her black, Oscar; red is too expensive."

Any of our members visiting the City of Mexico must not fail to call on Bro. P. Irwin. He is an "old timer" in Mexico, and will be found a royal good companion.

Texas Charley.

ROCK ISLAND, ILL., April 6, 1886.

Editors Locomotive Firemen's Magazine:

Please publish the following notes from No. 39: Bro. Crockett is running a switch engine at Muscatine, Iowa. The boys are smoking to the health of Master W. T. Clark's latest arrival. Our library now numbers ninety-six volumes. Mr. Jas. Mirfield, our foreman, kindly erected a reading desk in the round house, and the Lodge supplies it with mechanical papers. Bro. Frank Rabidoux has the sympathy of the boys in the loss of his youngest child. At this writing Bro. M. Cavanaugh is carefully nursing a sprained ankle. Bro. C. H. Church now has charge of the round house of nights. H. J. Frick is in the livery business in this city, and doing well. Bro. J. McDarragh is in the wild west, and Bro. James McCormick has headed for the southwest. Bro. Nobes is still on his farm in Wisconsin. Bro. Prior is running a switch engine at Clinton, Iowa. Bros. W. A. Cleveland and Ben Hawk have been on the sick list but are again on duty. Bro. Church may be observed of mornings gazing wistfully out over the slough, at the ducks swimming provokingly around, as though they were aware that the last he saw of his gun, it was settling peacefully towards the bottom of Green river.

G. J. M. C.

DENVER, COLO., April 27, 1886.

Editors Locomotive Firemen's Magazine:

A few notes from No. 77 may prove interesting in the "Correspondence."

M. O'Hara has been justly promoted and is doing well in the new work.

On Saturday, March 21, a little child of Bro. J. J. Burk fell backward into a tub of boiling water and was so badly scalded that it died in a few hours. It was a dreadful accident and we sympathize deeply with the sorrowing parents.

Joe Brown was given a starter last week; he is now a passenger man. Our District Foreman, Mr. Egan, is disposed to do what is right if we do our duty.

Our readers will learn with regret that Billy Nichols, of our Lodge, who recently left railroading, thinking to better his condition, while at work in his new employment in a saw-mill, was caught in a belt and whirled about until almost every bone was broken;

he was instantly killed. He leaves a wife and one child to mourn his death.

Bro. J. Vail, of No. 20, who is on the list of disabled, has wisely appropriated his insurance money to farming. With the assistance of his family, he manages to make a living. Anything that the boys of 77 can do to help him along will be cheerfully done.

Joe Alexander is away on a thirty days' pleasure trip in the East.

Cactus.

FRANKFORT, N. Y., April 8, 1886.

Editors Locomotive Firemen's Magazine:

From what I have learned this is but the second time you have received correspondence from this Lodge for publication. We are comparatively a new Lodge, having but few members, but at present there is good prospect for an increase. Applications are coming in at nearly every meeting. Thursday evening, Feb. 24, we gave a ball which was a grand success, over a hundred couple being present. We opened at 10 P. M. with a grand march of over seventy-five couple. Bro. Gilland leading off and passing through without any mistakes. We closed at 4 A. M. All who were present seemed to enjoy themselves very well indeed. During the evening there was not one unpleasant word spoken and the people of Frankfort say "it was the best ball which has ever been held here." We wish to thank them, especially the ladies and Mr. John Loftus for the kindness and assistance which they gave us to make a success and a pleasurable affair of our ball. Bro. Conervy acted the part given him very well indeed and afforded quite a little amusement, and our one act and one scene stage performance with Bro. Scott as middle man brought out some pretty loud laughs and a great many smiles. We cleared that evening \$82, which is very good indeed for this town. We also give our thanks to the committee of arrangements with Bro. Woods as chairman, Bro. Depew as secretary and Bro. Embler as floor manager, for the admirable way in which everything was arranged and carried out.

Z.

For the Magazine:

BROTHERHOOD SONG.

A band of brothers true are we—
And firmly, side by side,
We've bound ourselves by honor's tie,
Let weal or woe betide
The gifted, noble, good and brave,
The gray-haired and the youth
Are striving in our cause to serve,
The cause of love and truth.

Our brother in distress we seek,
His wants and woes relieve,
For much more blest we know it is
To give than to receive.
Should sickness on his form be laid,
We'll light his chilling gloom,
And when the last sad debt is paid
We'll bear him to the tomb.

Yet, though his home is in the sky,
We soothe his loved ones' woe—
Our solemn covenant, sacred tie
Hath bound us so to do.
The worthy Master above will keep
Our record true and bright,
On his eternal scroll inscribed,
With never-dying light.

LA FAYETTE, IND.

—W. B. W.

LA FAYETTE, IND., May 25, 1886.

Editors Locomotive Firemen's Magazine:

As one of the corner stones of our Order is sobriety there can be a good deal said on the subject of temperance. In perusing the March number of the Magazine, in "Woman's Department," a letter from "Lynnwood," I was very much taken up with her subject. To be sober means temperate. We must practice what we preach. We make pretensions to temperance principles in our organization. Can every member of the Brotherhood say that he has acted consistent with regard to the duty he owes his profession and to his brothers of engine-men? There is no middle ground for locomotive enginemen to take on the temperance question, as applied to our organization, total abstinence from all that can intoxicate is the only safe and consistent ground for the Brotherhood. Some members may say that this is going a little too far. My answer to him is "will you take the responsibility of having a brother who can not control his appetite as well as you can, say, when he is brought up in his Lodge for trial, that he took the first social glass, which has caused his disgrace, with you? I know that we have but few brothers who would ever be seen drinking a glass of stimulating drink, much less ever ask another brother to drink with them if they thought for a moment that their example or liberality would be the cause of bringing their brother to disgrace: but such is the danger, and in my experience, I have seen but few brothers arraigned for drunkenness who could not say truly that they had drank with this brother or that brother, and perhaps may have been urged to do so. I hope all our brothers will give this subject their careful consideration, and ask themselves if they are willing to take the responsibility of being the cause of their brothers downfall and disgrace. Every Brotherhood man knows that generally the first inquiry when any accident occurs is if the engineer or fireman are in any way to blame. There have been several accidents occurred in which great efforts have been made to make it appear that the crews on those engines were drunk; this arose from the fact that the crews running those trains were known to be in the habit of using intoxicating drinks to some extent. My brothers we must, if we would be sober men, be temperate and chaste. The drunkard is a curse to himself, his family, his friends and the world. He renders himself wretched in this life and unfit for the life hereafter. The intemperate man is only one step behind the drunkard; if he does not pause he must shortly overtake him. The unchaste man must bring upon himself certain disgrace; he is a scandal to his kind, and will be despised by the good and pure. Brotherly love should dwell among those who meet with us. The member of our Brotherhood who is a total abstinence man is free from all such suspicions and no amount of money would purchase the satisfaction he feels when any trouble has occurred if he can truly say that he does not use any stimulating drinks. The official who employs him participates in this pride, and if his company is sued for damage,

caused by an accident to the train, and he can say that the enginemen who run that train are perfectly reliable and strictly temperate it will be his best defence, and he will not forget to mention the temperance quality his men possess. It is the best recommendation possible to satisfy an excited public when the loss of life is involved with the accident, and I hope to see the day when none but strictly temperate men will be tolerated as locomotive men. No well man needs any stimulating drinks, and the misery and disgrace it entails should induce him to totally abstain from its use. This puts me in mind of a story I heard the late John B. Gough tell of Benjamin Franklin and the Englishman. When Franklin worked as a printer in London, the English printers drank their beer—he drank clear cold water. At length an Englishman accosted him with the question: "Why don't you drink beer?" "Can't afford it," was the reply. "You have more money than I have." "But I can't afford the strength; I desire to keep myself strong." "Ah," said the Englishman, "beer makes strength." "No it don't said Franklin." It does," replied the Englishman, "this makes me drink it." "Then I will show you," said Franklin, "that I am stronger without beer than you are with it. There were printer's forms made up, type encased in iron, and ready for the press. "Carry that across the shop," said Franklin. The beer-drinking Englishman attempted it, and with great difficulty succeeded in carrying a single form. Franklin took two forms, one in each hand, and bore them without difficulty. The proof was apparent and a reform was worked in the shop. Just so, my brothers, locomotive men claim that their position is one that requires cool judgment and good control over one's self. To make the public believe that you are such a man you must exercise the most rigid control over your temper, and never let it run away with your better judgment. A passenger who gets out of the train when it is detained on the road, goes forward to the engine and finds the crew in a fit of passion, cursing and swearing at the cause of their delay, is struck with horror at the apparent recklessness of the men. The same effect is produced by any unmanly or intemperate act while your engine is standing at the station. A little reflection on the part of our members will correct this evil. All must admit that they can not expect to be respected unless they respect and control themselves, and will pursue a line of conduct that will command the respect of all they come in contact with. I have extended my remarks on this subject further than I intended, but the importance of the subject is my excuse. Perhaps all will not agree with me, yet I assert, as I have said before, that our corner-stone is Sobriety. It is the most beautiful ornament in the character of any man; in ours it is a necessity. We never can succeed nor make any advancement as a society without we are temperate, and the nearer we come to total abstinence from all that can intoxicate, the less expulsions we shall have, and the sooner we shall be recognized as men every way worthy of the responsible positions we occupy.

Yours respectfully,

W. B. Walters.

ELMIRA, N. Y., May 20, 1886.

Editors Locomotive Firemen's Magazine:

Many months have elapsed since Wheaton Lodge No. 242 appeared in the columns of the Magazine. No one seems to have time to write. Our Lodge is moving along nicely; we started with thirteen charter members in November, 1884, and to-day number thirty-five members in good standing, due principally to the able management of our Financier, Bro. Bartholomew. Our Master, Bro. Delaney, and Secretary, Bro. Denlo, also Bros. Paige, Brown, Staples, O'Brien and Peters have been promoted to the right-hand side. Bro. Fred Stevens is the proud possessor of a little eleven-pound engineer; bring along the cigars, Fred., we will assist you in smoking them, and all that cannot smoke can have the benefit of our company. We had a very pleasant call from our worthy Vice Grand Master, Bro. Hannahan, who dropped in on us on the 12th inst. As we only had a few hours' notice of his coming, many of the Brothers did not have the pleasure of meeting him, and the consequence was they were sadly disappointed. By the way, we discovered Bro. Hannahan to be not only a very fine exemplifier of the secret work, but also a very fine manipulator of the telephone. Come again, Bro. Hannahan. Jerome says the telephone is free to all members of our Order. Ring up the telephone, Shorty, "here is a communication for Bro. Hannahan." As my electrical candle is getting dim, I must say adieu.

A Member.

SPRAGUE, W. T., May 20, 1886.

Editors Locomotive Firemen's Magazine:

Being a regular subscriber for the worthy Magazine, although not a member of the esteemed Brotherhood, I think it would be no more than right for me to say a few words in their behalf, inasmuch as becomes me not to be a member of their Order. I would nevertheless state that I am heartily proud of and deeply interested in the welfare of all organizations who hold firmly together and who cause themselves to be well liked and esteemed by the entire community in which they are located, and I am sure that no one can say anything that the boys of No. 133 would be ashamed of. They are all quiet, peaceable and law-abiding young men, with perhaps no other fault than to show respect and deep admiration to the opposite sex, which is more than could be said of "saloon dudes" who promenade our streets by day and by night and who make "ungentlemanly" remarks about each and every lady who may chance to pass before their gaze, and which will continue until their pleasure resorts (saloons) are done away with, giving them a chance to study something more profitable and becoming. I undertake this as a first attempt for writing to the Magazine, and simply because I seldom see anything that comes under the heading of "Sprague, W. T.," either penned by members of the Brotherhood or outside readers of their Magazine, and I know there are several of the latter who are attentive perusers of its appreciated columns and their interesting contents. But I shall offer a word of excuse for the Brotherhood boys in regard to their silence, as they are being continually kept on the move of late. At present there is a great deal of "extra" running on the line of the N. P. R. R. In

consequence of which the boys are being "whirled" about rather unmercifully. Why! They say we don't get a chance to see our girls once a week, and going to church with them on Sunday evening is out of the question, for we come in on 13, out on 14, and back again on an "extra," and so on. But then in a sly whisper (during a well planned teta-tee) they remark to their girls, "Never mind, dear, if this will only last a while you shall soon be my little house-keeper."

In conclusion, let me say that I appreciate the Magazine very much for the interest it takes in the Woman's Department, and I earnestly hope that their noble woman's desire and wish, which would be a great benefit and blessing to all mankind, will reign supreme in the near future, namely, "The prohibiting of all existing saloons."

Should this perchance "miss" the waste basket, I will in the future, and hopefully with a little improvement, call again if desired.

Secretary S. T. R. C.

POINT EDWARD, ONT., May 20, 1886.

Editors Locomotive Firemen's Magazine:

Not having seen anything from Huron Lodge for some time, I will try and give you a few items which may perhaps interest some of the boys.

Business is at present very dull on our road, but we are in hope that it will improve ere long.

Bro. D. M. Duke has taken advantage of the slack times and the good nature of one of our young ladies and got married. The Master of No. 221 is very anxious to follow suit, and we are expecting another announcement at any moment. Both of them are entitled to and have the best wishes of the entire Lodge and the entire community. I am sure if the boys had the opportunity they would increase the order of benedicts at an alarming rate.

We have an able and efficient set of officers who, assisted by Bros. Cain, Moonie, McIntyre, Everete, Kee, Elliott, Wright, Muirhead, Knowles and about twenty more just as good, will keep the 221 moving onward and upward and will soon place her in the front rank, where the boys will keep her at any cost. Trusting that a more competent writer may take up the cause of my little Lodge, I am fraternally yours,

A Member of 221.

MEDICINE HAT, CANADA, March 14, 1886.

Editors Locomotive Firemen's Magazine:

Having occasion to take a trip through the States last December, and as I was treated with the greatest kindness by all the brothers with whom I came in contact, I wish to tender them my sincere thanks. On the St. P. M. & M., N. P., C. M. & St. P. and the C. St. P. M. & O. Railways I was especially well treated by the members I met with, and should any of them visit the great northwest or the C. P. R., I can assure them that their many acts of courtesy will be reciprocated. Brothers, one and all please accept my warmest thanks for past favors.

Yours, fraternally, *Frank Dran.*

THE boys of the L. & N. are in training for the reception of the "Hogs" that are soon to be put on the road. Consolidated engines are something new on the L. & N., but the boys will not be discouraged until they have given them a fair trial.

Personal.

H. WILKINSON, of Lodge No. 15, is the happy father of a new boy.

A MEERSCHAUM pipe is advertised for sale. Does Frank Alley want to buy?

BRO. JOHNSON is the happiest man in Lehigh Lodge—arrival of a bouncing boy.

CAN any one tell what has become of Mark Boyles' shoes. Yes. Perhaps Jim Rhoads can.

ED. HARVEY, the Financier of Lodge No. 248, is a true Brotherhood man and a good Financier.

DOES Frank Miller desire that we shall relate to the pretty blonde the butterfly episode on election day?

ED. WHITSIT, of 14, has escaped from the "poor house" and is now doing the act at the court house. Success, Ed.

S. J. MCGRUFF, of 217, is able to take his side on the 76 again. The boys are all glad to see Bro. Sam on duty again.

CHAS. FOSTER, of Lodge No. 13, is the happy father of a twelve pound girl. The boys are anxiously awaiting the cigars.

P. CHAMPAGNE, of Lodge No. 15, says he don't mind a waltz with a Gleugary girl, but he dares not try a Scotch reel with one.

THE members of Hamden Lodge No. 307 congratulate their Secretary, Bro. Seymore, on his promotion from the scoop to the thimble.

A CORRESPONDENT from Salt Lake City says that "P. T. Tibbs, who handles the dust for 178, as a Financier, is a whale—he can't be beat."

J. MINER and wife have been blessed with a fine pair of twin boys. One of No. 10's members suggests that this is scarcely a matter of minor importance.

THE members of 129 are confident that they had the right man in the right place in Bro. Henry Valentine as delegate to the meeting lately held at Chicago.

BEACON LODGE No. 111 was presented with a beautiful set of gavels by Bro. J. S. Wright, and return sincere thanks to him for the kind remembrance.

HENRY A. HAMMOND, of No. 49, was united in marriage to Miss Maggie Burns, of Decatur, Ill. Their many friends wish them happiness and prosperity.

BRO. CAIN, of No. 270, has just had a successful harvest in the shape of eighteen pounds of Cain. We haven't seen any cigars yet. How is it, James?

GRAND ORGANIZER AND INSTRUCTOR HANNAHAN paid the members of Keystone Lodge No. 208 a visit. The members extend an invitation to him to call often.

BRO. MOORE, of No. 296, left some days ago on an extended trip through Florida. Look out, John, you are too little to trust yourself away down there.

WE have learned with pleasure of the marriage of Bro. A. T. Fraley, of Lodge No. 223, to Miss Gertie Riderbough, one of Lexington's most accomplished daughters.

JOSEPH BEHM is in excellent spirits, owing to the arrival of a twelve pound daughter at his residence. Joe and his estimable wife have the congratulations of many friends.

BRO. TROLLINGER, of No. 296, has had one of his old attacks again. Cannot some one recommend a cure, for they are becoming so frequent they are likely to impair his health.

ONE of the most popular Master Mechanics on the C. & N. W. R. R., is Mr. Michael Monroe, located at Belle Plaine, Iowa.

BROS. EBERT and Dill, of No. 10 and 199, are anxious to know what Bro. J. McGee, of 207, has done about the whiskers he lost at Youngstown.

T. P. SMITH has returned from Oberlin to Cleveland and is again wielding the pen for No. 10. Bro. Smith has the unbounded confidence of all.

A. H. TUCKER was present at Marshalltown on the occasion of the Union meeting and made an eloquent address, full of meat for thinking minds.

THE cause of the unusual felicity of spirits of Bro. J. R. Williams, of Lodge No. 183, can be explained by the arrival of a little daughter at his home—weight twelve pounds.

JOE FARRELL, Jno. Sharkey, Jno. Linn and Wm. McBride, of Eureka Lodge No. 14, are the right kind of men to put on a committee. They pull together as one man and invariably their work is crowned with success.

THE sad death of Willie, infant son of Bro. and Mrs. J. M. Dodge, of San Diego, is announced. The parents are almost prostrated with grief, and all the sympathies of their hosts of friends are extended to them in their sad bereavement.

BRO. J. JONES, of Sprague Lodge No. 133, celebrated St. Patrick's day by uniting himself to Miss Mary Jones, of Sprague. Of course this is something of a monopoly on the part of the Joneses, but under the circumstances we will try and tolerate it.

CHARLIE N. ZEPP, of 14, has been entertaining his cousin, Wm. H. Zepp, of Baltimore, Master of Monumental Lodge No. 292, a relationship which he never knew existed until he saw his name in the Subordinate Lodge list. So much for the Magazine.

MARRIED April 22 at Parsons, Kansas, Bro. A. W. McDonald to Miss Lillie Morrison and Bro. J. E. Powell to Miss Sadie McCune. The members of No. 24 wish them a long and prosperous journey through life. They are young men of excellent standing and deserve all the good things we can wish them.

THE following personal will explain itself: At the Boyer House, Kansas, Ill., Wednesday noon, May 5, 1886, by Elder W. W. Jacobs, Mr. John S. Mills, of Danville, Ill., and Miss Mansa Boyer, of Kansas, Ill. John is running an engine on the C. & E. I. and has an excellent standing. The Magazine wishes himself and bride unbowed happiness.

At the stokers' ball recently given at Indianapolis, a very enjoyable time was had and a handsome sum was netted, which was paid over to Eureka Lodge No. 14. Mrs. H. Reed, 75 Davidson street, was the lucky lady to receive the prize of the evening, an elegant pair of gold bracelets.

THE Secretary of No. 310 has just returned from the East, where he has been rusticated, "so he told the boys," but on visiting his home we find he has also secured a partner, "an English lady." We understand now what caused his sudden visit to New York last November. "It was her arrival." All right, Will, we wish you prosperity and a happy life.

THE many friends of Bro. Jesse Coleman, of 109, will read with regret the following from the Globe-Democrat: Early yesterday a very distressing accident occurred at No. 1517 Ridgley street, the residence of Jesse Coleman, a fireman on the Missouri Pacific. Mr. Coleman was cleaning his pistol, his 3-year-old daughter lying on a bed in the same room. The hammer of the pistol fell, accidentally, the bullet entering her side a little below the heart and passed through the body. Dr. Connery was called in, and after examining the wound said he could do nothing for the child. The child died at 12 o'clock." The funeral was largely attended by the friends and sympathizers of the unfortunate parents.

GRANT GREEN, of Lodge No. 159, has returned from his trip to Victoria, Texas, accompanied by Mrs. Grant Green, nee Miss Mary Lochausen, of Victoria. His many friends extend best wishes to them.

The old "13" must have been too much for John Seay, of 278, as he is now limping around with the assistance of crutches. You have our sympathy, John, and we hope to see you all right in a short time.

JAMES HAGAR, of Albany City Lodge No. 230, has taken unto himself a life companion in the person of Miss Carrie Frey, one of Albany's fairest young ladies. The members all wish them abundant happiness.

DIVISION No. 132, B. of L. E., St. Thomas, Ont., has our sincere thanks for the courtesy of an invitation to their Grand Reception and Ball, which took place on April 28.

We must ask some of our Lodge correspondents to give us a breathing spell, as we have more than twenty-five pages of correspondence left over which we were unable to get into this issue. Give your quills a little rest, boys, and we will soon get the surplus worked off and be ready for more copy.

THE Railroad, of Toledo, still keeps up its incessant fire on "Spotting" and "Blacklisting." Our Toledo contemporary has done more than any other paper to bring these infamous systems into odium and disrepute and is deserving of the thanks of all men who hate perfidy, treachery and intrigue.

MR. J. E. WOOTTEN, the obliging General Manager of the Philadelphia & Reading R. R., placed a special train at the disposal of the members of Nos. 60, 75 and 285 to attend the organization of Mount Penn Lodge, No. 317, at Reading, Pa. Such acts of kindness speak trumpet-toned for the generosity of Mr. Wootten toward our Brotherhood.

At a recent meeting of the Grievance Committee of the C. & N. W. Ry. resolutions of thanks were extended to General Manager Hughtit, General Superintendent C. C. Wheeler, Asst. Genl. Supt. of M. P., G. W. Tilton, for favors received from them; also to Grand Organizer Hannah and his wife, for courtesies received; also to Div. No. 96, B. of L. E., and Lodge No. 95 for the use of their hall.

THE initial number of the Switchmen's Journal, official organ of the S. M. A. of U. S. A., has made its appearance. It is a neat publication of forty-eight pages, is printed on good paper in clear type and contains a variety of carefully selected matter of special interest to railroad men. The Journal is published in Chicago under the supervision of C. R. Wooldridge, and the subscription price is \$1.00 per year. We welcome the Journal to our sanctum and to journalistic fellowship.

THE poems of "Shandy Maguire" have made their appearance in an elegantly bound volume of more than 400 pages. In this issue we have reviewed the contents in an extended notice. The volume contains all of Shandy's contributions to the Engineers' Journal and numerous others, and can be obtained at the low price of \$1.50 postpaid. Special terms to agents. Any further information may be obtained by addressing the author, Patrick Fennell, 105 Erie street, Oswego, N. Y.

THE attention of our readers is called to the advertisement of the Great American Tea Co., which will be found elsewhere. In addition to their celebrated teas and coffees the company offers special inducements to purchasers and customers. The company has hundreds of testimonials as to the quality of its goods and consumers of teas and coffees will find it to their advantage to give them a trial before purchasing elsewhere. For further particulars address, "The Great American Tea Co., Box 289, New York, N. Y."

DURING a recent visit to Marshalltown, Iowa, we had the pleasure of meeting Mr. J. G. Johnston, Superintendent, and Mr. John Player, Master Mechanic, of the Central Iowa Railroad. Both these gentlemen spoke in high terms of the members of the Lodge located at Marshalltown and approved the mission of the Brotherhood. Endorsements of the Order by such gentlemen as Messrs. Johnston and Player are of value to the organization and are appreciated by all our members.

THROUGH the kindness of Messrs. Berquist and Baker, of Fort Worth, Texas, we have been made the recipient of a copy of the official chart of the Brotherhood of Locomotive Engineers. The chart was designed by the gentlemen above named and is a most beautiful work of art, which the members of that organization may well feel proud of. The scenes presented are emblematic of the work of the Brotherhood and the vocation of locomotive engineer. The chart is artistically designed and executed in every detail and reflects great credit upon the organization it represents.

ON May 5th, the Grievance Committee of Frisco Lodge, No. 51, located at North Springfield, Mo., and representing the firemen employed on the St. Louis and San Francisco Railroad, waited on Mr. James Dunn, Assistant General Manager, and presented for his consideration a new schedule of wages for the firemen, and we are glad to state that the committee were successful in getting an advance. While they did not obtain all they asked, concessions were made upon both sides and satisfaction was given to all parties interested. Great credit is due the committee for the able manner in which they handled the matter. Mr. Dunn, Assistant General Superintendent, and Mr. Kearney, Master Mechanic, received the committee cordially, and throughout the entire interview showed a disposition to treat their employees with the utmost consideration. If all officials were as willing to treat with their employees as are the officers of the St. Louis and San Francisco, and all committees were of the same good material as were the Frisco men, all our grievances would be settled without trouble.

For the Magazine:

THE WRECKED TRAIN.

Heard that engine sound its whistle,
O'er the hills and valleys clear,
Calling brakemen to be hustling,
There is danger very near.

Then a snort, the iron horse trembles,
And the timbers crack and break,
And the flying train resembles
Ancient ruins in the brake.

Oh, those men, where are they lying,
'Neath that train so crushed up now,
And their souls are slowly flying
From the agonies of this hour.

Soon another whistle sounding
Brings faint hope to those who live,
And it cheers their sinking spirits
And those friends their succor give.

Soon the willing hands of men,
Pile the ruins here and there
With faint hopes of still recovering
Some one in his last despair.

Dear old mother, you will never
See your darling's living face,
For he lies beneath that engine
In grim death's last cold embrace.

Dearest, loving wives and mothers,
Of those men who met their fate,
Watch not for their twilight coming,
But meet them at the "golden gate."
—*Crescent.*

Union Meetings.

SEDALIA, MO.

The first of the most successful series of Union meetings ever held in the interest of our Order was held at Sedalia, Mo., Monday, April 19th, under the auspices of Golden Eagle Lodge, No. 78. Owing to lack of space, we shall not be able to make any extended reports of these meetings.

At Sedalia a morning session was held, which was presided over by Grand Master Sargent. There was a large attendance and the meeting had very satisfactory results.

In the afternoon an open meeting was held at Woods' opera house. The following is a synopsis of the report which appeared in the Sedalia Bazaar: "The most important development yesterday in connection with the late lamentable strike was the arrival in Sedalia of Mr. F. P. Sargent and Eugene V. Debs, Grand Master and Grand Secretary and Treasurer, respectively, of the Brotherhood of Locomotive Firemen of North America. Both gentlemen reside at Terre Haute, Ind., and their mission in the west at this time is to investigate the causes that led to the discharge of twenty-three members of their organization during the first two or three weeks of the strike.

By 2 o'clock P. M. every available seat in the opera house was occupied, and among the hundreds assembled were many ladies. It was what might be called a mixed assemblage—firemen, engineers, strikers, Knights of Labor, and citizens who do not belong to any organization, but who were attracted out of curiosity, being present.

The meeting was called to order by Chairman Rucker, who said the address of welcome to the Grand Officers of the B. of L. F. would be delivered by Mayor Stevens, who was then introduced and spoke substantially as follows:

Fellow Citizens and Members of the Brotherhood of Locomotive Firemen:

It gives me much pleasure to welcome you to Sedalia and tender you the hospitality of the city while here. I feel interested in your organization, and am highly honored at being called upon to address you. I feel interested in each and every one of you; and why should not we all feel this interest when we take into consideration the perils which you have undergone. When you go out on your engines who can say that you will return safe to your families? You have my sympathy in all your undertakings, and I hope that you may gain all you ask for, provided it is within reason.

During the past few weeks we have had serious trouble in Sedalia. Many hard words have been indulged in, and for this reason I am glad to be able to express myself. I wish it to be understood that I do not think there is any harm in the laboring classes and the Knights of Labor banding themselves together for protection. No man with a drop of the milk of human kindness in him would think so. I have a word of advice to offer, though: Keep within the bounds of reason. Do this and you will have every citizen in Sedalia with you. I have had it thrown up to me recently that I associate with bankers, bondholders, etc., and others than these who visit me are not shown the least distinction. I do not believe the parties who made the charge are men in good standing. No laboring man visits my office who is not shown as much distinction as though he was a banker or a bondholder. I will lend my arm to help every laboring man. [Applause.] But when he violates the laws I will help to put him down. [No applause.] I thank you for your attention and again welcome you to Sedalia.

Charles Goodwin, a member of Golden Eagle Division No. 78, was introduced by Chairman Rucker, and on behalf of his Division welcomed the Grand officers to Sedalia. He did not know until a little while previous, he said, that he would be called upon for an address, and he "would to God he had the words to welcome them according to the dictates of his own heart." Mr. Goodwin's welcome was truly appropriate and The Bazaar regrets that it cannot be presented in full. He believed the visit of Messrs. Sargent and Debs would result in great benefit to every Brotherhood man—not only of Golden Eagle Division, but of the United States and Canada. He

defied any man to say that the Order had ever sought bloodshed or indulged in riot. As an organization, it had never indulged in a strike. It had been rumored that they were about to strike, but he had no hesitancy in denying the assertion. Their grievances could be settled by arbitration. A few firemen in Sedalia had been discharged, but he had no doubt they would be reinstated. It was right and just that they should be taken back, and it was his belief that this would be done. After citing the perils that attended the life of locomotive firemen and the good accomplished by the Brotherhood, Mr. Goodwin closed by introducing Grand Master F. P. Sargent.

Mr. Sargent was greeted with applause as he arose. He addressed his hearers as "Ladies, Gentlemen, Brothers of the Brotherhood of Engineers and Firemen, and Knights of Labor." He was glad to address them, he said, and the golden truths already uttered had done him good. He hoped the presence of the Grand Officers in Sedalia would result in good to all—to every branch of organized labor here. The Brotherhood of Locomotive Firemen was not an old organization. Twelve years ago eleven men convened in New York and the order was organized. To-day 16,000 Knights of the Scoop are banded together for self-protection—for the advancement of their moral interests, the protection of their wives and little ones and for the benefit of society. There was a cause for this rapid advancement, viz: the firm foundation on which it was laid, its three noble precepts being, benevolence, sobriety and industry. Go back twenty-five years ago. Compare the engineers and firemen of then with those of to-day. He could remember the time when a railroad man was pointed out as one to shun. Now, however, he was honored and respected. He himself began as a wiper in Arizona, and when eligible joined the Brotherhood of Locomotive Firemen. He had found out that the Brotherhood of Engineers and Firemen were composed of men of the right stripe, and he longed for the day when he would be eligible to join, first one and then the other. Since his connection therewith, he was satisfied he had been a much better man. Every man who lived up to the laws of any labor organization was a better man in the order than he would be out of it. "Aye," said the speaker, "if a Knight of Labor lives up to the rules he is a far better man than he would be out of the order." [Applause.] The Brotherhood of Firemen has 311 lodges, distributed throughout every State and Territory, Canada and New Mexico. He called attention to the firemen who live in Sedalia—their prosperity, sobriety, industry, etc., and attributed much of it to the influence thrown around them by the Brotherhood. The speaker said he was a friend of every labor organization. He was not one of those who thought he belonged to the only first-class order in the land. The time had come when labor should organize, and it pleased him to know that it was now assuming such proportions that it could ask for what rightfully belonged to it. The laboring class had been trampled under and ridden down by monopolies long enough, and they were now rising up. They were from this time forward going to stand on the same platform with the man who holds the shekel. Through the medium of the press the situation is now beginning to be understood. The laboring man has now discovered his true position and is growing more intelligent. He is becoming recognized from one end of the land to the other. While the present trouble had brought discouragements, it was the grandest thing that had ever happened for the laboring man. [Applause.]

The speaker did not want any one to think he advocated strikes, for he was opposed to them; but the strike had opened the eyes of the people from the Atlantic to the Pacific and from the lakes to the gulf; for this reason good would yet come of it and benefit the laboring class one hundred fold.

The Brotherhood of Firemen had no difficulty in any section of the country. All their troubles can be settled by arbitration, and the Grand Officers proposed to carry out this plan as far as possible. They would ask for only what was right, and expected to get it. If every order did likewise, strikes would be avoided. The time might come when a strike could not be avoided, but he hoped not. The Brother-

hood was in sympathy with every laboring man, and was willing to help fight his battles, no matter whether he made \$1.00 or \$3.00 a day. If a Knight of Labor lived up to his principles, he would get the speaker's support. The Brotherhood wanted every man to get justice when he asked for it. The order of which he was Master had dispensed, in charity, \$500,000. At the death of a member, his widow received \$1,500, and in case of total disability it was paid to the member. He hoped every one present would be glad to know that Sedalia had such an organization.

The speaker endorsed the Knights of Labor as an organization, and believed it was doing great good. He was proud of its members, as he was also proud of those who belonged to the Brotherhood of Engineers and Firemen.

In conclusion, he advised his hearers to live up to their obligations, no matter what organization they belonged to. They should be men in whatever position placed and not traitors. If there was anything he hated it was a man who turned traitor to his own brethren. He hoped there were none in Sedalia. He said the eyes of the world were upon the Knights of Labor and Brotherhoods of Engineers and Firemen, and advised all belonging to those organizations to live honorable and upright—be God-fearing men and live true to the laws of the country. God speed the day, he said, when labor would stand hand in hand with capital—when strikes, riots and grievances would be heard of no more. The masses of the people would then realize how much good had come of them through the Brotherhoods of Locomotive Engineers and Firemen and Knights of Labor.

The last speaker of the afternoon was Secretary and Treasurer Debs, who was introduced by Chairman Rucker. He was glad he was a laboring man and a locomotive fireman. All men who toiled honestly were entitled to the respect and esteem of their fellow-men. The world was getting brighter and better for the laboring classes every day, and the time is not far distant when they will be the peer of any who walk the face of God's earth. The question arises, who is responsible for this? The answer comes back that the man who works the hardest and the longest has the least to show for it, and hence there is something wrong. Labor organizations are doing what they can to give to laborers a fair proportion of the proceeds of their toil. They do not ask for more and will not take less. Laborers are getting to be better citizens, and occupy better positions in society, and this is the result of organized effort. Let it be admitted that the Knights of Labor had been hasty and rash in some instances. Who among their accusers would dare to cast the first stone?

The speaker depicted that the present strike would result in good to all—capitalists as well as laborers. It would learn each to respect the other. There was bound to be mutual forbearance. Labor did not want to crush out the interests of capital, as it could not do so without crushing out its own life. What was needed was an honorable alliance of capital and labor, to the end that justice might be done to both. The speaker longed for the time when the honest laborer would be respected. The world will not be civilized until men of labor are appreciated. This day was coming. It might be slow, but it would surely come.

It being now 3:30 p. m., the meeting adjourned."

At 6:55 that evening, in company with a delegation of about twenty-five members, we left Sedalia for Parsons, where we arrived at an early hour the following morning, having been met on the road by a committee of reception.

PARSONS, KANSAS.

The second meeting was held at Parsons, on Tuesday, the 20th, and was in all regards the largest and most successful of all.

The morning session was held with closed doors, and upon roll call it was found that the following Lodges were represented: Nos. 6, 8, 16, 21, 24, 31, 39, 43, 45, 49, 50, 51, 70, 74, 77, 78, 83, 94, 109, 123, 146, 148, 153, 154, 155, 156, 177, 243, 263 and 298—total, 30. This being the meeting called to hear and determine the

grievances of members employed on the Gould Southwestern system, the meeting adjourned at 11:30 to give the General Grievance Committee an opportunity to appoint a special committee to investigate the grievances.

The meeting re-assembled at 2 p. m. and all pending matters were taken up and disposed of in their regular order.

The evening meeting, held at the opera house, was a perfect ovation. The Parsons Sun reported the meeting as follows:

"Last evening a public meeting was held at the opera house. At an early hour every available seat was occupied, and hundreds turned away for lack of even standing room. Among the vast audience were many ladies. The meeting was called to order by Charles Mairs, of Great Western Lodge, No. 24, the chairman, when Rev. H. A. Tucker, of the Methodist church, opened the exercises with prayer. Mayor Brown then made a few remarks and again introduced Rev. Tucker, who delivered an address of welcome to the visitors on behalf of the Mayor and citizens. He was followed by President Mathewson, of the City Bank, in an appropriate speech, when Grand Master Sargent, of the Brotherhood, was introduced and returned thanks for the welcome accorded him and his fellow members, after which he spoke of his organization, its history and its objects. He was followed by J. J. Hannahan, of Chicago, Grand Organizer and Instructor, and Grand Treasurer, Debs. This closed the speaking. Music for the occasion was furnished by the Coeur de Lion band. The meeting was a magnificent one in every respect, and all the speakers were warmly received and their remarks frequently and enthusiastically applauded.

The result of this meeting of the Brotherhood of Locomotive Firemen has done more to give confidence and a feeling of security to the railway company and our citizens than even the presence of a thousand soldiers in our midst. We have the assurance of these men that there will be no strike, so far as their organization, their council or their efforts can prevent. All the speakers last night condemned the present strike as ill-advised and unnecessary and advised the labor organizations to elect their best, clearest-headed and most conservative men only as leaders, and Grand Master Sargent plainly said he believed the present would be the last strike on our railroads for years to come.

If all railway labor organizations were officered in as able and conservative a manner as the Firemen's there would not be much to fear from strikes upon any railroad."

At no point on the Southwestern system were we more cordially received and entertained than at Parsons. The people are all thoroughly interested in railroads and railroad men and their hospitalities are simply boundless. We regret that lack of space prevents us from entering into further details as there are a thousand pleasant memories that we cherish of our Parsons meeting.

DENISON, TEXAS.

At Denison we were met by a whole host of splendid fellows. An afternoon meeting was held which was well attended and had very satisfactory results. The evening meeting at the opera house was largely attended and the following programme was carried out:

Opening Prayer.—Rev. W. H. Whaling.

Address of Welcome.—Mayor Hanna.

Address.—Grand Master Sargent.

Address.—Judge R. C. Foster.

Address.—Col. S. H. Russell.

Address.—E. V. Debs.

The address of Judge R. C. Foster, attorney for the Missouri Pacific, was a masterly effort. He reviewed the difficulty then existing in a logical manner, outlining the result with unerring certainty. He commended the work of the Brotherhood in the highest terms and made many and lasting friends among the members.

Col. Russell's address abounded with humorous sallies. The very appearance of the Colonel, large, portly and good natured, is sufficient to dispel despondency and enthroned good cheer. We have never listened to a finer flow of humor. The Colonel was

perfectly at home on the stage, and kept the audience in an incessant roar of laughter. At the close of his address he received a perfect ovation of applause.

The address of Grand Master Sargent was equal to his best efforts, and the audience gave abundant evidence of appreciation by frequent outbursts of applause.

FORT WORTH, TEX.

At Fort Worth an open meeting was held and a number of members of the B. of L. E. and other railway fraternities were present. Mayor Brolls, a most genial and whole-souled gentleman, delivered the address of welcome. He was followed by Grand Master Sargent in an address of some length which was received with marked favor. Grand Secretary Debs next addressed the audience briefly, after which Mr. Berquist, of Division 187, B. of L. E., made a very appropriate address which was listened to with marked appreciation. Mr. J. L. Baker, C. E. of the Division, also made some timely and well chosen remarks. Others followed in the same strain and it was evident upon every hand that the engineers and firemen at Fort Worth are thoroughly in sympathy with each other and working together in harmony and good will.

In the evening a closed meeting was held which was well attended. Master Nash presided with his usual ability.

LONGVIEW, TEX.

Friday, April 23d, we arrived at Longview, and at 3 p. m. a closed meeting was held which was called to order by Master Wesley, who called Grand Master Sargent to the chair. There were members from Nos. 83, 115, 178, 156 and 177 and other lodges present and the session was one of great interest to all. A magnificent supper was served at Mr. Neil Smith's hotel to which ample justice was done. A very interesting meeting was held at the opera house, of which the Texas New Era gives the following report:

"A very pleasant entertainment was held at the opera house in this city on Friday, April 23, at 8:30 o'clock p. m., by the Brotherhood of Locomotive Firemen of North America. The affair was in charge of Lone Star Lodge No. 70, B. of L. F., located at this city, and in honor of a visit from the Grand Master and Grand Secretary and Treasurer of the Order of B. of L. F. Visiting members attended from Lodges 83, 148, 156 and 177.

The public were invited and a large audience of our best citizens, including a number of ladies, were in attendance. The following programme was arranged for the occasion:

Prayer Rev. Mr. Dodson.
Address of Welcome, (For His Honor Mayor
G. A. Kelly) by Col. E. B. Ragland.
Address F. P. Sargent, G. M., B. of L. F.
Address . . . L. C. Foster, Jr., G. O. and I., B. of R. K. B.
Address E. V. Debs, G. S. and T., B. of L. F.

The address of Col. Ragland was earnest and cordial. He spoke in high terms of the Brotherhood, and extended to the Grand Officers and visiting members a very hearty welcome.

Grand Master Sargent's address was very appropriate to the occasion. It was delivered in an impressive manner, and enlisted for the speaker the closest attention, and liveliest enthusiasm of the audience.

Mr. Foster spoke in an interesting manner and ably sustained his position as Grand Officer of the Brakemen's Brotherhood.

E. V. Debs was equally interesting and impressive, and commanded the entire attention of the audience for near an hour; at the close of the address he received the hearty applause of the audience.

All who attended seemed very well pleased, and we can assure the gentlemen that they may always count upon a hearty welcome to our city."

MARSHALL, TEX.

Arrived at Marshall, Tex., at 5:30 A. M., Saturday the 24th. In the afternoon we held a closed meeting in the elegant little hall of Sunset Lodge, No. 177. We found all the members of 177 live and energetic fellows and fully abreast of the times.

The evening meeting at the opera house was largely attended and the audience was very attentive and

appreciative. Col. Pope, one of the ablest attorneys in Texas, delivered the opening address and presided over the meeting. He was followed by Grand Master Sargent in an able and exhaustive speech of an hour's length. Grand Secretary Debs closed the meeting in a brief address. At the close of the meeting we were entertained by the members in a handsome manner, including ice cream and other refreshments.

LITTLE ROCK, ARK.

At Little Rock a closed meeting was held Sunday evening, April 25, under the auspices of Rose City Lodge No. 45. The large, elegant hall was well filled and until a late hour the gospel of the Brotherhood was preached with unabated zeal. In many respects Rose City Lodge is the banner Lodge of the Southwest.

DESOTO, MO.

Monday, April 23, at 8:40 p. m., we arrived at DeSoto. We were met at the depot by members of the B. of L. E. and B. of L. F., and after hasty preparations we were escorted to the opera house, where a large audience had gathered.

Grand Master Sargent delivered the opening address. He discussed all the vital issues of the hour, holding the closest attention of the audience for an hour and a quarter. The meeting closed with a few remarks by Grand Secretary Debs.

Tuesday morning a closed meeting was held which was interesting throughout. The members of No. 6 impressed us as being wide-awake and ambitious in the cause of the Order.

In the afternoon an open meeting of members of the B. of L. E. and B. of L. F. was held, which was presided over by that veteran old engineer, Lew Kelley, C. E. of the DeSoto Division.

A very interesting address was delivered by Mr. J. F. Joyce, also by Mr. M. Roberts, member of the B. of L. E. Mr. Huestis, also of the B. of L. E., next took the floor and spoke very appropriately to the occasion.

Grand Master Sargent spoke at some length and his address was well received.

The meeting was characterized by the friendliest feelings—engineers and firemen were as brothers, and only when the whistle of the "up-train" blew was there any disposition to leave the meeting. We were escorted to the train by the entire delegation and amid a thousand good wishes we took our departure for East St. Louis.

EAST ST. LOUIS, ILL.

At East St. Louis, Ill., we found an exceedingly large gathering made up principally of members of Nos. 44, 109, 21, 298 and 78. The meeting was held on the evening of April 27. Master J. T. Sullivan held down the gavel, and right well did he perform his duty. The members of No. 44 have not been working in vain during the past five years. They have had up-hill work of it, but at last they have succeeded in building up a Lodge that is an honor to them. The meeting continued until a late hour and was exceedingly interesting throughout.

MARSHALLTOWN, IOWA.

A large and enthusiastic Union meeting was held at Marshalltown, Iowa, on Sunday, May 30, of which the Marshall Times-Republican gives the following account:

"The Union meeting of Locomotive Firemen was held at G. A. R. Hall yesterday, the auditorium being crowded by firemen and citizens. The firemen were dined at the Bowler, and after dinner marched to G. A. R. Hall, headed by the Marshalltown band, brilliant in their new uniforms. At the hall they were met by a numerous gathering of railroad men and other business men. The following programme was carried out:

Opening Address Chairman John W. Speer.
Invocation Rev. H. B. Foskett.
Address of Welcome Mayor Nelson Ames.
Address Hon. F. M. Sulton.
Address Grand Master F. P. Sargent.
Address A. H. Tucker.
Address C. C. Southerland.
Address Judge H. C. Henderson.
Address Grand O. and I., J. J. Hannahan.
Address Rev. F. E. Judd.
Closing Rev. Barrett.

On the platform were Grand Master Sargent, of Terre Haute, Ind., Grand Trustee Tucker, of Mason City, and Grand Organizer Hannahan, of Chicago. About them, in prominent positions, sat Rev. F. E. Judd, the Episcopal rector; Rev. Frank Barrett, the Presbyterian minister; Senator P. M. Sutton, Judge H. C. Henderson, Mayor Nelson Ames, Superintendent J. G. Johnston and Master Mechanic Player, of the Central Iowa, and other prominent people. The invocation was made by Rev. H. B. Foskett. Mayor Ames made a short address of welcome and Mr. Sutton delivered an address that was filled with appreciative recognition of the good work that the Brotherhood of Locomotive Firemen is doing for the firemen themselves and for the public.

Grand Master Sargent, replying, gave a glowing exposition of the objects and aims of the Brotherhood. Its aim was to make good, honorable men and faithful workers of all firemen, and to weed out all others; to care for the widows and children of those who lost their lives in the service, and to protect the rights of all, while by their conduct, uprightness and fairness, to win the respect of their employers and the public. Mr. Sargent said that the object of the Brotherhood was to prevent rather than to cause strife between capital and labor, and they had always labored to avoid strikes and difficulties of all kinds with employers. Strikes were unknown among them, for the reason that the firemen never made unreasonable demands nor attempted to coerce railway managers. Whenever the firemen had grievances they went to the managers with them, and presented them in an intelligent way, fairly and like men, having due regard for all the circumstances surrounding the case. As a result they never failed to secure adequate redress. In the Missouri Pacific trouble the firemen had preserved the confidence of the railway managers and had been granted whatever they asked because they had asked only what was fair and reasonable. Arbitration had been found to be a better way of settling difficulties than strikes, and as in the case of the Engineers' Brotherhood, railway Superintendents had come to repose entire confidence in the Firemen's Brotherhood as an organization. When they wanted an engineer they went out and selected a man of standing, in whom his brother firemen had confidence and who practiced the precepts of the Order, and made an engineer of him. In passing, Sargent touched on those engineers who came to forget that they had ever been firemen themselves and exhorted firemen, when they were promoted to the throttle, to treat their firemen as they would now be treated. Mr. Sargent paid a high compliment to those two splendid and wisely-managed Orders, the Brotherhood of Locomotive Engineers and the Order of Railway Conductors. He also said a good word for the Brakemen's Brotherhood now striving to raise the standard of brakemen and secure for them the respect they deserve. When their Order had achieved its aim, all train men—engineers, conductors, and brakemen—would be following the same salutary rules and acting under the same high principles. Mr. Sargent spoke very kindly of the Knights of Labor, and said that if, in the recent strike that had given them so much notoriety, they had made mistakes, it was the fault of head-strong leaders rather than of the men. He thought the recent strike had taught capitalists as well as employees a lesson—the former the vital importance of treating their employees like men and the latter the necessity of looking before they made a leap. He thought the Knights were doing a good work and with wise leaders would better the condition of the workers of the country. Mr. Sargent explained fully the charitable work of the Order, and the liberality with which it is conducted. The Grand Master is an unpretentious man of about thirty-five years, a very pleasing but quiet speaker, with the manner of a man of action rather than words. His points were heartily applauded. Messrs. Tucker and Hannahan, Hon. H. C. Henderson and Rev. F. E. Judd also spoke, and at 5 o'clock, after singing the doxology and a benediction by Rev. Barrett, the session adjourned till evening, when the secret session began, with a large attendance of firemen.

In the evening a closed meeting was held under

the auspices of Guide Lodge No. 125. About sixty-five members were present, including representatives from Lodges 20, 25, 29, 30, 39, 82, 83, 94, 101, 102, 124 and 125. Grand Master Sargent, Grand Organizer Hannahan and Grand Trustee Tucker and others addressed the meeting and much good was accomplished."

NOTES.

"I want to go home."—Phillips.

J. G. Nash makes a capital Master.

Eugene Clark, of 31, is always with us.

Good bye, Rucker! Good bye! Good bye!

As Master of No. 78, Bro. Dolan fills the bill.

Brantner's colossal "Saratoga" haunts us still.

Oh for another degree in the Knights of Rest.

Farris, of No. 78, is "all wool and a yard wide."

R. L. Craig is one of the moving spirits at Ft. Worth.

In J. P. Wesley, No. 70 has an excellent presiding officer.

"Jumbo" is one of the faithful. He never "skulks."

Dolan's career as a policeman was rather brief. He resigned.

H. W. Beli has our thanks for his kindness to us at Fort Worth.

J. Fink was never known to waver in his loyalty to our Order.

To Bro. Ridener: "Can you give me change for half a dollar?"

Hoffman, of 49, was there. Of course we were glad to see him.

R. S. Pike, of 78, is an earnest and faithful advocate of our cause.

S. M. Babb still holds forth at Denison. He is loyal and true.

"Come heah, Mistah Fishah! Ye needn't hold yeah head so high."

C. T. Pepper is a typical Brotherhood man. We like him all through.

O. P. Cuperly, Financier, is with us, heart and soul, in the Brotherhood.

A better man than Bro. Mairs, of 24, it has never been our pleasure to meet.

Old "Paige," from "Old Virginia," makes a fine Greco-Roman wrestler.

The members at De Soto are coming to the front. We met some first-class men there.

The most beautiful pair in all the aggregation is Phillips and Albright, of Marshall.

A. Williams, the enterprising little Master of 21, will make a record for himself in our Order.

One of our tireless workers at De Soto is Bro. Moore. He deserves great credit for his work.

J. W. Ridener is as earnest a member as can be found upon our rolls. 177 ought to appreciate him.

According to Curry's statement "the guard raised his gun and got it off" just in time to miss the brakeman.

Wm. Kane, the able and painstaking Financier of No. 177, takes an active interest in the affairs of the Order.

Our best thanks are due to Bro. Cain, Master, and Bro. Davis, of No. 8, for a fine drive in the city of Denison.

The boys at Denison treated us with a kindness we shall never forget. Their latch string is always on the outside.

One of our boon companions was Bro. I. H. Stout, of No. 70. He is one of the representative Brotherhood men in Texas.

Judge J. T. Sullivan has been commissioned to preside in Illinois and that State is now under his exclusive jurisdiction.

"Judge" Dean, of Texas, shapes up immensely in his new pants. When we go to Texas again we shall supply him with a frock of our own pattern.

J. C. Hogg has lost none of his old time interest in the cause. He is up early and late when the Brotherhood needs his services.

We were glad to meet Bro. Tom Hayes at East St. Louis. Tom rocked the cradle of No. 44, and has been true and steadfast ever since.

It was our pleasure to visit the home of Bro. Oliver Cox, at Denison, and enjoy his hospitalities. The only small thing about him is his stature.

Dr. H. S. Brolles, Mayor of Fort Worth, is an exceedingly clever gentleman and we are under many obligations to him for favors received at his hands.

R. A. Bell is one of our kind. By the way, Bro. Bell, accept our congratulations and tender the same to Mrs. Bell. Long life and happiness to both of you.

E. Wilcox, Financier of 156, is the "Bill Nye" of Texas. He has a good fund of humor, but he has no use for sham Brotherhood men.

Isaac M. Dean, of Ft. Worth, has got staying qualities of the first order. He is as true as steel and will never be found missing when the roll is called.

"Judge" Burrus, of Little Rock, has exclusive judicial jurisdiction in Arkansas. The "Judge" is none the less an apostle of our cause in the Southwest.

The boys at Little Rock were real brothers to us. We wish we could mention them all personally and thank them heartily, one and all, for their hospitalities.

There is positive proof that Bro. Brantner, of 298, had his boots blacked at Sedalia and offered a cent to the boy for his services. Fifty cents would have been small pay.

Tom Albright can stay up later, get up earlier and hold out longer than any of us. By the way, Tom, where did you and Fink and Phillips spend the evening at Fort Worth?

"Baldy" McCarty, the proprietor of the lunch stand at Longview Junction, is a royal good fellow. He is an old railroad man himself and is very popular with the boys.

A prince of good fellows is Paige, of 83. "Old Virginia" can break up a director's car, handle a stuffed club and make himself useful and ornamental in many other ways.

Messrs. Berquist and Baker, of Div. 187, B. of L. E., treated us with the greatest courtesy at Fort Worth. We shall ever remember the pleasant time spent in their companionship.

We are told that Bro. Rucker has designed a new model for a round-house. There will be automatic doors in the front and rear and self-adjusting skylights. It is no doubt a big thing.

Messrs. Emery and Peters at Parsons, have our warmest thanks for their hospitable reception. They are true gentlemen and we prize their friendship in the highest degree.

The ride on engine 96 on our way to Denison was enjoyed immensely. Frank McComas was at the throttle and Bro. Wagner, of No. 8, at the scoop, as clever gentlemen as one will ever find.

The true, unfailing and only Tom Motter, of 156, was among us, from first to last. Tom is a Brotherhood man, from the sole of his feet to the crown of his head, and will not go back on the boys till the cows come home.

One of the most pleasant evenings in our recollection was spent at the home of Bro. Burrus, at Little Rock. Mother, sister and brothers joined heartily in entertaining us. Their home is one after our own idea; comfort, contentment and joy are enthroned in every heart.

The Missouri Pacific Hospital, at Fort Worth, is a most commendable institution and is managed with consummate care and ability. Through the kindness of Dr. Voelkner we were shown through the various departments and we confess our high appreciation of the institution and the laudable purposes for which it was founded.

H. M. Jones is Master of 156. We met him for the first time at Longview, and unless we are a poor judge of men he is an earnest and devoted member of our Order and a sterling good man.

At Longview Junction, Bro. Phillips, of 177, had us called at 3.30 A. M., two hours in advance of leaving time. He had secured Prof. John Potter and his brunette orchestra, by whom we were pleasantly entertained until train time.

We are under lasting obligations to members of the B. of L. E. at DeSoto, particularly Messrs. Lew Kelley, M. Roberts and J. F. Joyce, for a thousand courtesies of which we were made the recipients while under their charge. They are all noble, broad-gauge gentlemen and we look forward with pleasure to the time when we may again grasp them by the hand.

At Longview, we had the pleasure of meeting L. C. Foster, Jr., Grand Organizer of the Brotherhood of Railroad Brakemen. Mr. Foster is splendidly qualified for his position, he has decided abilities, is pleasant, courteous and obliging and we are always glad to meet and greet him. From Longview to Marshall and from Marshall to Texarkana we traveled in his company and we shall long remember how pleasant he made the journey for us all.

Amusements.

FARNHAM, QUEBEC.

It affords us great pleasure to bear testimony in the columns of the Magazine to the success of the second annual reception and ball of Eastman Lodge, No. 134, held at Richford, Vt., February 19th. It was a superb social gathering. Each and all had a most enjoyable time and a handsome sum was realized with which to replenish the treasury of our Lodge. The committee consisted of Bros. L. Robinson, Wm. Barney, H. Bears and J. C. Simmons, and right well did they perform their duties.

POINT EDWARD, ONTARIO.

Huron Lodge, No. 221, has established a reputation for the splendor of her annual balls, and the one given lately did not in any way fall short of those previously given. It took place on January 26th, at Odd Fellow's Hall. The room was elegantly decorated; the walls were hung with wreaths and banners and elegantly framed pictures of locomotives. A very pretty feature and one that attracted much admiration was the danger signal, where two express trains are saved from disaster. The supper was given by our old townspeople Mr. and Mrs. Fitzbibbons. There were more than one hundred and twenty at the table and full justice was done to the elegant repast. Music was furnished by the Lawrence orchestra and dancing was kept up until a late hour. Many thanks are due the Brothers who worked so earnestly to contribute to the ball; also to the mothers, wives, sisters and lady friends, whose presence added so much to the attractions. The presence of Mr. Wm. Todd, our foreman, greatly pleased all the boys. In concluding I will say that the ball was a complete success in many features and that we may all be spared to enjoy many more like it.

MONTREAL, CANADA.

The First Annual Concert of St. Lawrence Lodge No. 15 was held in Odd Fellows' Hall on Monday evening, April 26. Master T. Clark occupied the chair and opened with a few appropriate remarks. Bros. Hill and Horsfall then sang a duet, which was fully appreciated. Miss Wheeler sang a very pretty song, which brought forth great applause. Miss O'Brien gave a piano solo, for which this accomplished lady received a hearty encore. The Doherty brothers were splendid in their original specialties. Mr. T. Lyon, champion clog dancer of Canada, fully sustained his reputation. Bro. Champagne was next on the programme and proved quite a favorite with the audience. Prof. Parker was next introduced and executed some wonderful feats on the banjo, playing three at one time. Dancing was then indulged in until quite late. The affair was one of the best ever given in Pt. St. Charles. F. G. H.

THAYER, Mo.

Ozark Lodge, No. 280, of Thayer, held its first annual ball in consolidation with the engineers, March 17th, and a brilliant affair it was, as well as a financial success. Supt. H. Diggins, J. H. Sullivan and their superior officers G. H. Nettleton and L. W. Towne, of the Fort Scott & Memphis R. R. are entitled to many thanks in granting passes to all our visitors and their ladies from other divisions to attend our ball. We also thank Mr. Lynch, our worthy Master Mechanic for his kindness to the boys. The committee deserve praise for the tasteful manner in which the hall was decorated. One hundred and twenty-five blithesome dancers tripped the Springfield band, and the supper by Mr. Arnold, at the Augusta Hotel. The supper was a magnificent one, and well maintains the reputation the Augusta Hotel already has won. Ozark Lodge wishes to thank Miss Clara Hitchens, of Springfield, for the beautiful altar cloth presented to them, also the ladies of Thayer for the elegant bible.

H. P. COLVIN,
H. LOHNES,
C. O. TALLMAN, } *Committee.*

WILMINGTON, DEL.

The first grand ball of Delaware Lodge, No. 231, was held in Institute Hall, February 26th, with an audience of about six hundred. It was in every respect a grand success. The committees were composed of Bros. DeCamp, Nugent, Lucas, North, Maguire, Guden, Ryan, Lytle, McGowan, and Cash, and much credit is due them for their untiring efforts. The hall was decorated with red, white and green signal lamps, also with the same color flags. Upon the stage stood the gleaming headlight with the scoop and pick to back it up. The stage was also decorated with evergreens and flowers of rare beauty. In the center of the stage swinging from the top was the emblem "Welcome." On the left side of the stage hung our chart, and on the right side of the stage hung our charter, which made us all feel at home. The boys of No. 231 say they will never forget that evening. About 10:30 p. m., Bro. DeCamp and wife started the ball rolling by leading the grand march, cutting the figures B. L. F. upon the floor, for which they deserve the greatest of praise. Among the visiting members present was Bro. Scherallenberg, of Lodge No. 7, Bros. Groff, Wilson, Mungem and Hoffmaster, of Lodge No. 75, all of whom seemed to enjoy themselves. The music was furnished by Prof. Riche's orchestra. Bros. Maguire, Ryan, Guden and North were the ladies' men of the evening. Several ladies remarked: "If I only could have one dance with them, how nice it would be, but it seems they are always engaged." The probabilities are they were not acquainted with them. All the committees worked hard and faithfully to make the first a success, and it can be said truthfully they did not fail.

One of Them.

SALT LAKE CITY, UTAH.

The Salt Lake Tribune gives the following account of the ball of Salt Lake Lodge, No. 178, viz.: Last evening the Walker Opera House was the scene of a very brilliant assemblage. The attraction was the third annual grand ball given by the Brotherhood of Locomotive Firemen, Salt Lake Lodge, No. 178. About 250 couples were in attendance, and the picture of so happy a throng "whirling the dizzy mazes" was indeed a grand one. The best society circles were well represented by many persons from this city, and scores of gallant firemen came from Ogden, Juab and Grand Junction, to indulge in the joyous festivities. Many of the railroad managers, agents and operatives showed their high estimation of the Brotherhood by turning out in force. In a short and very appropriate speech Governor Murray, in behalf of the Brotherhood, bade all the guests welcome and bespoke an enjoyable time for all. The Governor referred in complimentary terms to the high character and honorable and gentlemanly bearing of the locomotive firemen. His speech was loudly applauded. The programme of

twenty-six dances was carried out to the satisfaction of all. The supper was a delicious one, and was served by the Woman's Relief Corps of the G. A. R. All who attended last night's ball had such a good time that they hope for a recurrence of the event at no distant day.

HORNELLSVILLE, N. Y.

H. G. Brooks Lodge had a dance February 24th, and thinking maybe some one might see an account of it who would be interested, I thought I would just drop a few of the most interesting features into the editor's table or into the waste basket as he might deem best. February 24th was the date, Metropolitan Hall, Hornellsville, N. Y., the place of meeting. Emo's full orchestra furnished the music. There was a large crowd, about 130 couples and everybody was happy but Geo. Fordyce and wife of Fort Jervis, N. Y. The great trouble with them seemed to be not enough round dances on the programme. By the way, I should say they were a couple well met, equally jolly and full of fun, they came to this place with an expressed desire of having a good time and danced all night until broad daylight and went home on the Monitor in the morning. Come again, George, and let us know at least one day ahead that you are coming and we will meet you at the depot with the herdie and escort you to the mansion of some of the Brothers, and if you do not have a warm time it will be your own fault. I said everybody seemed happy. "Mistake, oh, a fearful mistake." Little Billy Bigfoot was very happy until the "nigger" at supper came around with a stomach pump. But then who could blame Mr. Arms, of the popular Delavan House, on Broad street after the spread he laid for us and the Mascot orchestra to enliven the feast. But that "makes no dif." with Bro. Bill, the more music the more he ate. Bill says he would not have cared for himself but the ladies were strangers and the "nigger" put him in a bad light before strangers, and then there sat Jim Beach, "who had sent his wife home and took another lady to supper" at the head table right next to the music, but although it took three girls to keep him agoing the "nigger" and the pump kept away from him. Well it is a good thing to be on the committee of arrangements on some occasions. It is confidentially expected that at our next we will be able to furnish our own music, as Bro. Scott is now taking lessons on the piano and can play one tune; don't know what the tune is as yet, "do you Hank?" Clogston took tickets at the door, a position George is an adept at. Spencer sold them, Mike Kiley and Jim Beach distributed the programmes, and in fact every one of the committees did all in their power to make their third annual the social event of the season. But enough for now. If I see this in print I may come again. *Uno.*

ST. CLOUD, MINNESOTA.

The following account of the second annual ball of T. C. Boorn Lodge, No. 224, is taken from the St. Cloud Journal-Press: The T. C. Boorn Lodge of the B. of L. F. gave their second annual ball in the Opera House last evening. This Lodge is not a large one, numbering about twenty-four members, but it is strong, having followed that fundamental principle of all successful fraternities in the selection of its brothers—taking only the best. It had made elaborate preparations for this ball, which was a very gratifying success. The hall never looked handsomer. The stage was decorated with emblems of the society. The locomotive bell was in the centre, with a standard of shovels and a pick over large lumps of soft coal at the right, and at the left a small locomotive and tender supported on a miniature trestle work. At each corner of the stage was a small evergreen decorated with flags, while above was a "Welcome by T. C. Boorn Lodge No. 224," and below the warning: "Look out for the cars when the bell rings." Large streamers of evergreens reached from the centre chandelier to the ceiling and to the upper corners of the stage and balcony, with numberless red, white and green lanterns suspended at intervals, and two huge locomotive bull's eyes at the front balcony's corners. At

the right was a steamer bearing the Brotherhood motto, "Benevolence, Sobriety and Industry," and on the left the words, "Our Brotherhood is a success," while bunting was looped gracefully along the sides, and everywhere were small flags. With all the lanterns and gas jets lighted, and the members of the Lodge, their wives, sweethearts, and their guests, moving in time to the music of St. Cloud's new orchestra, it made a scene rarely equalled. The refreshments were served at the West House in the accustomed excellent style of that establishment. One hundred and seventy-five (175) persons were seated at the tables. That the affair reflects credit on the members of 224, a Lodge organized eighteen months ago under many disadvantages, in a community where railroad men were looked upon rather suspiciously is saying but little. To name some as deserving the thanks of the others would probably be an injustice, as, without a doubt all merited the credit of doing their parts as well, as the circumstances, surrounding them, would allow.

V.

Resolutions.

HARTFORD, CONN., March 20, 1886.

At a regular meeting of Charter Oak Lodge, No. 285, held March 3d, the following resolutions were unanimously adopted:

WHEREAS, This Lodge has been presented with a handsome scrap book by Miss Wiler. Therefore be it

Resolved, That a vote of thanks be tendered Miss Wiler for her generosity, and that a copy of these resolutions be sent to the Magazine for publication.

W. P. DAY,

Secretary.

ST. CLOUD, MINN., Feb. 15, 1886.

At a regular meeting of T. C. Boorn Lodge, No. 224, held February 14th, the following resolution was adopted:

Resolved, That the thanks of this Lodge be tendered Mr. T. C. Boorn, Div. Foreman, J. B. Rice, Div. Supt., R. W. Bryan, Chief Train Dispatcher, and also the members of Minnehaha Lodge, No. 61, B. L. F., who kindly assisted us in making our second annual ball an event long to be remembered.

ABE VOGEL,

Secretary.

PHILLIPSBURG, N. J., April 24, 1886.

At a regular meeting of Excelsior Lodge, No. 11, held April 11th, the following resolutions were adopted:

Resolved, That we, the officers and members of Excelsior Lodge No. 11, being the recipient of a beautiful ballot box from Mr. G. W. Tillman, accept the same and return our sincere thanks to the donor with the well wishes of our Lodge.

Resolved, That the above resolutions be published in our Magazine and that a copy be forwarded to Mr. Tillman.

J. W. SINCLAIR,

E. TEEL,

J. A. HEADLEY,

} Committee.

WADSWORTH, NEV., March 12, 1886.

The following preamble and resolutions were adopted by Truckee Lodge No. 19 in recognition of the gift of a beautiful altar cloth by Mr. and Mrs. C. D. Knopp to this Lodge and Division 158, B. of L. E.:

WHEREAS, Our former brother, C. D. Knopp, and his wife have presented us with a beautiful altar cloth for our Lodge room, with the appropriate inscription, "B. of L. E. and B. of L. F.," in gold, therefore be it

Resolved, That we ever keep them in kindly remembrance and extend to them our vote of thanks for their continued interest in our welfare; and be it further

Resolved, That a copy of these resolutions be sent to them, to the Locomotive Firemen's Magazine for publication, and also be included in minutes of the record.

W. J. PATTEN,

EDWIN SHEPLEY,

G. Y. DORSEY,

} Committee.

COLUMBIA, PA., April 5, 1886.

At a regular meeting of Columbia Lodge No. 252, held March 28th, the following resolutions were adopted:

Resolved, That the officers and members of Columbia Lodge return their sincere thanks to the Pennsylvania Bible Society and Rev. Francis J. Moran for the presentation of a beautiful Bible for our Lodge room.

Resolved, That a copy of these resolutions be sent to the Lancaster New Era and our Magazine for publication.

W. A. GLASSER,

Secretary.

FT. WORTH, TEXAS, March 21, 1886.

At a regular meeting of Trinity Lodge No. 83 the following resolutions were adopted:

WHEREAS, It is with heartfelt sorrow that we are called upon to announce the death of our beloved brother M. L. Clark, who came to his death by the explosion of his engine, therefore be it

Resolved, That by the death of Bro. Clark his parents have lost a dutiful and loving son and the Brotherhood a most faithful member whom every brother will miss, but it is with feelings of satisfaction that we can remember and cherish his noble qualities.

Resolved, That our charter be draped in mourning for sixty days and a copy of these resolutions sent to the editors of the Magazine, a copy sent to the parents of the deceased and a copy spread upon our minutes.

W. R. KINSON,

WILLIAM CAIN,

P. J. KITSON,

} Committee.

MARSHALLTOWN, IOWA, May 30, 1886.

At a Union meeting, held at Marshalltown upon the above date, the following resolutions were adopted:

Resolved, That the thanks of Guide Lodge No. 125, of Brotherhood of Locomotive Firemen are due and are hereby heartily extended to the officers of the Central Iowa railway, and the Wisconsin, Iowa & Nebraska railway for special trains and other kindness extended our Lodge and our Brotherhood over the State. They thus showed a friendship for our Order that gives us promise of great good. We desire to express our thanks to the ladies who furnished our meeting and the members present with flowers and arranged badges. We also express our sincere thanks to the Mayor, clergy and citizens of Marshalltown for the active interest taken in making our meeting on Sunday a great success. As they have interested themselves in our welfare, so shall we take an active interest in all that pertains to the best interests of the city of Marshalltown.

S. C. COOK,

J. PAULINS,

W. H. ROSE,

H. BOGGIE,

M. KELLEHER,

} Committee.

ALTOONA, WIS., February 6, 1886.

At a regular meeting of Eau Claire Lodge No. 68, the following preamble and resolutions were adopted:

WHEREAS, The members of this Lodge are called upon the second time to drape the Lodge room in mourning, it having been the will of Divine Providence to call from our midst Bro. E. Tesrow, who died of consumption February 7.

WHEREAS, By the death of Bro. Tesrow the Brotherhood has lost a true and honorable member, his fellow firemen a firm friend and genial companion and the parents a kind and loving son, therefore be it

Resolved, That while we bow in humble submission to the will of God, we sincerely sympathize with the bereaved mother and relatives, and tender them our heartfelt sympathy in the hour of their affliction.

Resolved, That as a mark of our respect to his memory, we drape our charter in mourning for thirty days.

Resolved, That those resolutions be entered on the minutes of our Lodge, that a copy be forwarded to the mother of our deceased brother and that the same be published in our Magazine.

H. E. ELGELL,

M. E. CUDELY,

A. M. KINGSBURY,

} Committee.

OSWEGO, N. Y., March 1, 1886.

At a regular meeting of Frontier City Lodge, No. 92, held Feb. 28, the following resolutions were unanimously adopted:

WHEREAS, Frontier City Lodge, No. 92, do most gratefully accept the altar cloth and lambrequins, marked "Master, Vice Master, Past Master and Chaplain," as testimonials of regard from Mrs. S. C. Forsyth, and that we will endeavor to show by our actions that we fully appreciate these gifts.

Resolved, That these resolutions be published in our Magazine.

WM. CAHILL,
CHAS. S. PATH,
GEO. E. MCCATHRON, } Committee.

PHILLIPSBURG, N. J., April 7, 1886.

At a regular meeting of the Ladies' Society No. 3, B. of L. F., held April 4, the following resolutions were adopted:

WHEREAS, This Lodge has been the recipient of a beautiful brass gavel from Bro. H. Lott, a member of Excelsior Lodge No. 11, therefore be it

Resolved, That we tender to the above named brother our thanks for the present, and may the life of the donor be long and happy is the wish of this society.

Resolved, That a copy of these resolutions be recorded in our minutes and published in the Magazine.

MRS. MAGGIE TEEL,
MRS. FANNIE SINCLAIR,
MRS. LENA SPENCER, } Committee.

PHILLIPSBURG, N. J., March 27, 1886.

At a regular meeting of the Ladies' Society No. 3, B. of L. F., held March 27, the following resolution was adopted:

WHEREAS, We, the ladies of this society, were assisted in our late social and supper by the members of Excelsior Lodge No. 11, B. of L. F., therefore be it

Resolved, That we tender a unanimous vote of thanks to all those who so kindly aided us by their presence and in other ways contributed to the success of our entertainment.

MRS. G. HOAGLAND,
MRS. G. HEST,
MRS. J. GORGAS, } Committee.

BUTLER, IND., March 2, 1886.

At a regular meeting of El River Lodge No. 164, held March 2, the following resolutions were adopted:

WHEREAS, This Lodge has been the recipient of a beautiful silk banner, presented by Mrs. Adam Ruch, wife of our worthy brother, A. Ruch, upon which the name and number of our Lodge are handsomely embroidered, therefore be it

Resolved, That we extend the above named lady our heartfelt thanks for the present.

Resolved, That we shall always endeavor to prove worthy of the same, and that we hope the life of the donor may be long and happy.

Resolved, That a copy of these resolutions be presented to Mrs. Ruch, recorded in the minutes and published in the Magazine.

P. J. RICHASON,
SAM. MOSSHAMER, } Committee.

BARNESVILLE, MINN., March 15, 1886.

At a regular meeting on March 14 of New Era Lodge No. 78, the following resolutions were unanimously adopted:

Resolved, That we hereby tender a sincere and heartfelt vote of thanks to Bro. F. A. Catlin for the efficient and able manner in which he has filled the position of Financier and Secretary of this Lodge for the past nine months. Bro. F. A. Catlin took a final withdrawal card to join Northern Tier Lodge No. 69, B. of L. E. We are all sorry to lose Bro. Catlin, but as he has advanced a step we all wish him success and prosperity.

Resolved, That a copy of these resolutions be entered on the minutes of this Lodge and a copy sent to the Magazine for publication.

JOS. GLASBEY,
JAS. LENAHAN,
JAS. M. HAMM, } Committee.

HAZLETON, PA., March 29, 1886.

At a regular meeting of Mountain City Lodge, No. 241, held March 28th, the following resolutions were unanimously adopted:

WHEREAS, This Lodge has been made the recipient of a beautiful altar cloth, presented by Mrs. James White. Therefore be it

Resolved, That we tender a sincere vote of thanks to Mrs. James White for her kindness and generosity in our behalf, assuring her, that we will always endeavor to conduct ourselves so as to merit her approval and confidence. Be it further

Resolved, That a copy of these resolutions be presented to Mrs. James White, and also published in our Magazine.

JOHN GLEASON,
P. C. HAGGERTY,
A. H. KRAFF, } Committee.

CRESTON, IOWA, March 29, 1886.

At a regular meeting of Advance Lodge, No. 101, held March 29, the following resolutions were unanimously adopted:

WHEREAS, We, the members of Advance Lodge, have been the recipient of many kindnesses at the hands of Mrs. J. F. Bryan, and on last Monday night, being put under further obligations to her, for the beautiful and magnificent gift, a chair cover, into the fabric of which was woven the motto of our order. Therefore be it

Resolved, That, individually, and as a Lodge, we feel deeply the kindness which prompted the gift, and do hereby extend our heartfelt thanks, assuring Mrs. Bryan that her good will toward us will long be held in grateful remembrance.

F. A. NEELY,
C. C. SUTHERLAND,
JAS. STEPHENS, } Committee.

MONTREAL, CANADA, March 15, 1886.

At a regular meeting of St. Lawrence Lodge No. 15, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased Almighty God in His infinite wisdom to remove from this world of care and suffering our deceased brother, A. L. Davies, on the morning of the 12th inst., therefore be it

Resolved, That in the death of Bro. Davies this Lodge has suffered an irreparable loss, and that beyond any formal expressions of regret we extend to his bereaved and sorrowing family our deep and heartfelt sympathy in this their bereavement.

Resolved, That the chamber of this Lodge be draped in mourning for the space of sixty days, and that a copy of these resolutions be sent to the family of deceased, and that they be sent to our Magazine for publication.

EDWARD UPTON,
Secretary.

MEMPHIS, TENN., March 12, 1886.

At a regular meeting held March 11 of Bluff City Lodge No. 55, the members were agreeably surprised on being presented with a beautiful banner inscribed with our motto: "Benevolence, Sobriety and Industry." The banner is of beautiful plush satin and silk, and the whole hung on a gilt rod, to which is attached a gilt chain for suspension. It was presented to the Lodge by Miss Mary J. Ward, of Nashville, Tenn., through Bro. J. Fuchs. The following resolutions were adopted:

Resolved, That all members of Bluff City Lodge No. 55 tender to the above named lady our heartfelt thanks for her present and pains she has taken in making us such a valuable gift, which is highly appreciated by all members.

Resolved, That we will always endeavor to prove ourselves worthy of the gift, and may the life of the donor be a long and happy one is the wish of the members of No. 55.

Resolved, That a copy of these resolutions be presented to the lady donor, recorded in the minutes and published in our Magazine.

F. LONG,
J. WAFNER,
G. ZAHN, } Committee.

CHICAGO, ILL., March 16, 1886.

At a regular meeting of T. P. O'Rourke Lodge No. 244, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God in His All-wise Providence to remove from our midst our beloved brother, Thomas Hayes, and

WHEREAS, In the death of Bro. Hayes Lodge 244 has lost a good member and the Brotherhood a staunch supporter, who by his many virtues endeared himself to us all, therefore be it

Resolved, That we drape our charter in mourning for the space of thirty days.

Resolved, That we tender resolutions of condolence and sympathy to the relatives of the deceased, and that a copy of these resolutions be forwarded to the bereaved mother, also that a copy be spread upon our records and that the same be published in our Magazine.

W. E. BURNS, }
E. J. LYNCH, } Committee.
P. C. WINN, }

RICHMOND, VA., March 12, 1886.

At a meeting of the committee appointed by Lee Lodge No. 275, the following resolutions were unanimously adopted:

WHEREAS, It has pleased Almighty God to remove from our midst our late brother, H. H. Gettings, who lost his life in a collision on February 2, therefore be it

Resolved, That we extend to his mother our heartfelt sympathy in her sad bereavement and commend her to Him who alone can heal earth's deepest sorrows.

Resolved, That a vote of thanks be tendered members of Lodges 223, 236, 294 and to Mr. Will and Beard, firemen, for kindness shown deceased while conveying him from Staunton to Richmond and services rendered at funeral, also to A. H. Wood, Division Superintendent; W. J. Gunn, acting M. M., and W. P. Huntley, Round House foreman, for many favors shown us.

Resolved, That our charter be draped in mourning for the space of sixty days and a copy of these resolutions be sent to the editor of Magazine for publication, to the mother of the deceased and spread upon the minutes of this Lodge.

N. B. ARNALL, }
CHAS. W. HARTON, } Committee.
EUGENE LIST, }

MIDDLETOWN, N. Y., March 1, 1886.

At a regular meeting of Lucky Thought Lodge No. 232, B. of L. F., held February 14, 1886, the following resolutions were adopted:

WHEREAS, The members of this Lodge are called upon for the first time to drape their Lodge room in mourning, it having pleased an Allwise Providence to remove from our midst our beloved and worthy brother, Allen L. Lewis, who was killed at Liberty on the morning of February 13, 1886, while engaged in the faithful discharge of his duty, by his engine running into a washout, therefore be it

Resolved, That in the death of Bro. Lewis we have lost a worthy member, the railroad company a faithful fireman, and we, his brothers and immediate associates, a warm friend, who was respected and beloved by all who knew him; and while we bow in humble submission to the will of the Supreme Ruler, we none the less mourn the loss of our worthy brother, who was so early cut down while yet in the vigor of manhood.

Resolved, That we tender to the bereaved family, especially to the wife and aged father, our heartfelt sympathy, knowing full well how inadequate are words to lessen the desolation of an aching heart, earnestly wishing it was in our power to soften the grief and anguish of the bereaved ones, and be it further

Resolved, That as a token of respect and esteem for our departed brother, our chart and charter be draped in mourning for sixty days, and that these resolutions be published in the Firemen's Magazine, also the daily papers of Middletown, N. Y., a copy placed on file and one sent to the bereaved family.

E. G. REYNOLDS, }
FLOYD POLLISON, } Committee.
H. MCEWAN, }

DE SOTO, MO., March 12, 1886.

At a regular meeting of Pride of the West Lodge No. 6, the following resolutions were adopted:

WHEREAS, It has pleased our Heavenly Father to remove from our midst our worthy brother, Pressly G. Evens, who was killed on the morning of February 5 in a collision while in the discharge of his duty, therefore be it

Resolved, That while we bow in humble submission to His divine will, guided by the power of love, we sympathize with the bereaved mother and relatives in the hour of their affliction.

Resolved, That in the death of Bro. Pressly G. Evens our Lodge has lost a true and worthy member, and as a mark of our respect to his memory we drape our charter for the space of sixty days in mourning.

Resolved, That a copy of these resolutions be forwarded to the mother of our deceased brother, also a copy to the Magazine for publication.

Resolved, That a vote of thanks be tendered to the engineers for their kindness and attention.

GEO. CHENEY, }
F. H. BELL, } Committee.
F. J. PARKER, }

CHICAGO, ILL., March 21, 1886.

At a special meeting of S. S. Merrill Lodge No. 188, on March 17, the following sentiments of bereavement were expressed in behalf of our late brother, John Devine:

WHEREAS, Almighty God in His infinite wisdom has seen fit to remove from our midst by death our esteemed brother, thereby reminding us of the uncertainty of life, be it therefore

Resolved, That in the death of Bro. Devine S. S. Merrill Lodge No. 188 has lost a staunch supporter and an ardent lover of our Order, and having endeared himself to us all, as a token of our respect and esteem, be it

Resolved, That while we recognize the supremacy and bow submissively to the Allwise Providence, it is with sincere regret that we part with our late brother and "mourn with those who mourn."

Resolved, That this Lodge, through love for our brother, extend to his sorrowing family and friends its most sincere and heartfelt sympathy in this their hour of affliction and distress, and commend them to Him who gives peace to all.

Resolved, That as a token of respect and esteem our charter be draped in mourning for thirty days, and a copy of these resolutions be presented to the family of our late brother, also sent to the Magazine for publication, and also spread on the minutes of this meeting, and that a vote of thanks be tendered to Mr. J. O. Wilson, Round House Foreman, and all friends who so kindly assisted in preparing for the funeral of our late Brother.

GEO. P. SMITH, }
WM. O. CLEVELAND, } Committee.
JAS. M. TAYLOR, }

WORCESTER, MASS., March 19, 1886.

At a regular meeting of Bay State Lodge No. 73 the following resolutions were adopted:

WHEREAS, Our heavenly Father in His infinite wisdom has for the first time visited our Lodge and removed from us to the Grand Lodge above our esteemed friend and brother, Arthur H. Steel, who peacefully passed away at early dawn December 26, 1885, at Lawrence, Mass., therefore be it

Resolved, That by the death of Bro. Steel No. 73 has lost a true and faithful member, his parents a dutiful son, his sister an affectionate brother, the Boston & Maine Railroad Company a faithful employee and the community an honest and upright citizen.

Resolved, That we tender the stricken family our sincere sympathy in this their affliction, and sincerely trust He who has afflicted them will sustain them through life.

Resolved, That as members of this Lodge we mourn the loss of Bro. Steel as a friend and brother, and will ever cherish his memory as such.

Resolved, That in token of respect for our late brother we have caused our charter to be draped in mourning for the space of thirty days, and that the thanks of this Lodge be and are hereby extended to all who assisted our brother during his illness,

especially to Mr. George F. Babb, of Lawrence, Mass., and that a copy of these resolutions be sent to his family and to Mr. George Babb, and that they be spread upon the minutes of this Lodge and published in our Magazine.

C. E. BULLARD,
Y. LOYD,
C. W. CUDWORTH, } Committee.

AURORA, ILL., March 16, 1886.

At a regular meeting of Self Help Lodge No. 80, the following resolutions were adopted:

WHEREAS, Self Help Lodge No. 80 was presented with a handsome and exquisitely worked Master's stand covering by the wife of our worthy Secretary, Mrs. W. B. Miller, therefore be it

Resolved, That the thanks and well wishes of this Lodge be extended to the fair donor for the interest displayed, and hoping that the monogram so boldly outlined upon the design will ever make us remember that our Order contains the three best precepts of modern time, viz.: Benevolence, Sobriety and Industry.

Resolved, That a copy of these resolutions be entrusted to the care of our worthy Secretary for his beloved and amiable wife, and also that a copy be furnished for publication in the Magazine and that the original copy be spread upon our minutes.

The Committee.

GREAT BEND, PA., March 22, 1886.

At a regular meeting of Lackawanna Lodge No. 283, held on Saturday evening, February 20, the following event took place, which was the most pleasant and interesting feature of the evening: While the members were quietly going through the regular routine of business a rap was heard at the door and a moment after a bevy of ladies, consisting of the wives, mothers, sisters and sweethearts of the members of the Lodge, trooped in, much to the surprise and astonishment of the members. When the ladies were seated, our worthy Master, F. J. May, asked for an explanation of this pleasant invasion of our Lodge precincts by the fair sex, whereupon Mr. E. R. Mason rose to his feet and gave the desired explanation. He also made an excellent speech, dwelling chiefly upon the motto of our Order, "Benevolence, Sobriety and Industry," together with many other interesting features of our noble Order. He closed by saying that the lady friends of the Order, to show their appreciation of it, had wrought through their united efforts an elaborate altar cloth, and had chosen him as the instrument through which it should be presented to the members of the Lodge, with their full sympathy for the objects of the Brotherhood and as a token of their esteem. Our worthy Master made a fitting response, accepting the beautiful present in behalf of the members of No. 283 in the spirit of its bestowal and thanking the ladies and Mr. Mason for his kind assistance to them on this occasion. The meeting adjourned and the ladies and gentlemen betook themselves to the residence of Bro. T. J. Connor, where a bountiful collation was awaiting them and where the affair was made the source of mutual enjoyment for many hours, when the merry party broke up and betook themselves to their homes well pleased with the manner in which they spent the evening. We wish the ladies success upon every occasion in the future and hope their good work will not end here, and to show our appreciation of it we concluded to send the names of the givers to the Magazine for publication, which are as follows: Mrs. W. B. Trowbridge, Mrs. J. F. McCormick, Mrs. T. J. Connor, Mrs. F. J. May, Mrs. Wm. Oswald, Mrs. H. P. Grattan, Mrs. E. M. Sliker, Mrs. J. H. Moran, Mrs. H. P. Trowbridge, Mrs. Wm. Hanrahan, Mrs. T. J. Fisk, Mrs. T. Shannon, Mrs. Mary Delhanty, Miss Jennie Bound, Miss Maggie Coddington, Miss Estella McLeod and Miss Eunice Sheahan, who will be Mrs. J. J. Grattan in the near future.

After supper the following resolution was adopted:

Resolved, That a vote of thanks be rendered to the wives, mothers and sisters of the members of Lackawanna Lodge No. 283, Brotherhood of Locomotive Firemen, also to Bro. T. J. Connor for the use of his house for the evening.

JOHN F. MCCORMICK.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen of North America and will contain all Notices of Assessments and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

JUNE, 1886.

OFFICE OF THE GRAND LODGE B. OF L. F.,
TERRE HAUTE, IND., June 1, 1886. }

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS—Your attention is hereby called to the following special notices, viz:

BACK NUMBERS.

A full set of Magazines for 1877, and one copy of December, 1876, are desired by the Grand Lodge. Any member having these copies and wishing to dispose of them, will please correspond with the Grand Secretary.

LOST TRAVELING CARD.

The traveling card of T. H. Robotham, of Banner Lodge No. 36, has been lost. It is dated May 1 and expires July 1, and if presented take it up and return it to the Secretary of the Lodge.

SPECIAL UNION MEETING.

Special union meetings will be held during the month as follows:

Denver, Colorado, Sunday, June 13.
Salt Lake City, Utah, Wednesday, June 16.
San Francisco, California, Saturday, June 19.
Los Angeles, California, Monday, June 21.
Tucson, Arizona, Thursday, June 24.
El Paso, Texas, Saturday, June 26.
Las Vegas, New Mexico, Monday, June 28.
Atchison, Kansas, Wednesday, June 30.
Kansas City, Missouri, Thursday, July 1.

The Grand officers will attend the foregoing union meetings and all members are cordially invited to attend.

A union meeting will also be held at Butte City, Montana, Saturday, June 26, under the auspices of J. K. Gilbreath Lodge No. 264. The meeting is called for the purpose of discussing matters of interest to firemen in the Northwest, and all Lodges on the Northern Pacific are requested to be represented.

OFFICIAL UNION MEETING.

The third and last official union meeting will be held at Des Moines, Iowa, on Sunday, July 11. Further particulars will be given hereafter. It is earnestly requested that there be a full attendance at this meeting. Yours fraternally,

EUGENE V. DEBS, F. P. SARGENT,
G. S. and T. G. M.

Corrections.

SAMUEL JONES.

In the April issue of the Magazine, Samuel Jones is published as expelled from Eclipse Lodge, No. 107. He was reported to the Grand Lodge by mistake and the publication is therefore withdrawn, as Bro. Jones is, in all regards, a member in good standing.

R. TIERNEY.

Bro. R. Tierney, who is published as expelled from Phoenix Lodge No. 23 in the April Magazine, was reported by mistake. He withdrew from No. 23 to join No. 290, but was not expelled. This correction is made in justice to Bro. Tierney, who is a member in good standing.

OFFICE OF GRAND SECRETARY AND TREASURER. }
TERRE HAUTE, IND., May 1, 1886. }

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending April 30, 1886:

RECEIPTS.

Lodge Nos.	Back	Assessm'ts.	17.	18.	TOTAL.	Lodge Nos.	Back	Assessm'ts.	17.	18.	TOTAL.
1	\$6	\$51			\$57 00	71	\$18	\$40			\$58 00
2	25	46			46 00	72	17	78			95 00
3	101	156			257 00	73	37	48			85 00
4	54	54			108 00	74	58	57			115 00
5	14	79			93 00	75	107	169			276 00
6	35	20			55 00	76	27	30			57 00
7	42	25			67 00	77	117	67			184 00
8	12	40			52 00	78	102				102 00
9	63	56			119 00	79	18	46			64 00
10	6	47			53 00	80		\$74			\$74 00
11	16	123			139 00	81		75			75 00
12	92	246			338 00	82	14	103	107		224 00
13	18	99			117 00	83	20	40			60 00
14	80	121			201 00	84	10	84			94 00
15	12	58			70 00	85					
16	32	118			150 00	86	28	43			66 00
17						87		28			28 00
18	47	38			85 00	88	18	29			47 00
19		33			83 00	89		38			38 00
20	17	31			48 00	90	5	1			6 00
21	35	9			44 00	91	19	21			40 00
22	31	19			50 00	92	20	10			30 00
23	46	27			73 00	93	30	60			90 00
24	14	27			41 00	94	42	41			83 00
25	22	58			80 00	95	99	54			153 00
26	18	59			77 00	96	40				40 00
27	38	54			96 00	97	20	49			69 00
28	11	64			75 00	98	2	17			19 00
29		45			45 00	99	22	70			92 00
30	28	24			52 00	100	26	23			49 00
31	81	42			123 00	101	137	88			225 00
32	12	27			39 00	102					41 00
33	5	58			63 00	103	44	79			123 00
34		\$53			53 00	104	65	19			84 00
35	27	19			46 00	105	6	83			89 00
36	35	52			87 00	106	6	16			22 00
37		57			110 00	107	20	42			62 00
38		66			66 00	108		27			27 00
39		65			65 00	109	28	39			67 00
40	18	77			95 00	110	3	28			31 00
41	6	22			28 00	111	21	29			50 00
42		35			35 00	112	41	24			65 00
43	9	60			69 00	113	16	25			41 00
44	2	2			78 00	114	2	22			24 00
45	41	75			116 00	115	4	14			18 00
46	38	24			62 00	116		45			45 00
47		121			121 00	117	2	49			51 00
48	75	66			141 00	118	16	20			36 00
49	57	38			93 00	119	16	27			43 00
50	4	135			139 00	120	14	69			83 00
51	48	43			91 00	121	52	29			81 00
52	24	93			117 00	122	22	51			73 00
53	22	38			60 00	123	24	54			78 00
54	22	67			89 00	124	25	25			50 00
55	6	26			32 00	125	54	39			93 00
56	14	19			33 00	126	35	18			53 00
57	241	164			405 00	127	78	70			148 00
58		2			19 00	128		28			28 00
59	8	89			97 00	129		70			70 00
60	20	88			108 00	130	60	49			109 00
61	87	51			138 00	131	16	20			36 00
62	19	58			77 00	132	44	26			70 00
63	31	24			55 00	133	66	33			99 00
64	15	19			34 00	134	11	16			27 00
65	31	65			96 00	135	48	71			119 00
66	27	51			78 00	136	12	13			25 00
67	36	75			111 00	137	4	30			34 00
68						138	8	30			38 00
69						139	60	21			81 00
70	22	16			38 00	140		49			49 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back	Assessm'ts.	17.	18.	TOTAL.	Lodge Nos.	Back	Assessm'ts.	17.	18.	TOTAL.
141	\$2	\$79			\$165 00	221		\$34			\$34 00
142	98	53			151 00	222	\$50	13			63 00
143	10	19			29 00	223	14	24			38 00
144	12	30			42 00	224	8	18			26 00
145		21			21 00	225	10	17			27 00
146	40	24			64 00	226		26			26 00
147	6	24			30 00	227	8	17			25 00
148	14	6			20 00	228	19	45			64 00
149	63	130			193 00	229	31	17			31 00
150	28	47			75 00	230	2	50			52 00
151	15	44			59 00	231	35	41			76 00
152	16	11			27 00	232		3			3 00
153	32	40			72 00	233	26	13			39 00
154						234	42	13			55 00
155	4	14	14		32 00	235	42	18			60 00
156	54	47			101 00	236	8	10			18 00
157	22	18			40 00	237	21	41			62 00
158	40	33			73 00	238	4	12			16 00
159	29	18			47 00	239	6	26			32 00
160	23	38			61 00	240		\$85			85 00
161	46	44			90 00	241	4	14			31 00
162	80	68			148 00	242		31			31 00
163	14	14			28 00	243	8	32			40 00
164	14	36			50 00	244		55			55 00
165	24	27			51 00	245	14	15			29 00
166	151	1			152 00	246	12	17			29 00
167	14	28			42 00	247	9	10			19 00
168	14	34			48 00	248	7	18			25 00
169	30	84			114 00	249	4	13			17 00
170	28	22			50 00	250	4	43			43 00
171	21	12			33 00	251	4	27			31 00
172	116	55			171 00	252		57			57 00
173	2	28			30 00	253	12	30			42 00
174	61	74			135 00	254	18	21			39 00
175	17	15			32 00	255	17	18			35 00
176	12	14			42 00	256	49	14			63 00
177	16	32			48 00	257		28			28 00
178	76	44			120 00	258		19			19 00
179	79	53			132 00	259	42	21			63 00
180	14	5			19 00	260		24			24 00
181	8	17			25 00	261	1	25			26 00
182	28	22			50 00	262	15	11			26 00
183	95	1			96 00	263	9	16			25 00
184	26	22			48 00	264		29			29 00
185	65	7			72 00	265		35			35 00
186	47	33			80 00	266					32 00
187		12			12 00	267	4	4			8 00
188		52			104 00	268	18	16			34 00
189		35			68 00	269	12	24			36 00
190	48	14			62 00	270	42	19			75 00
191	11	15			26 00	271		22			22 00
192		8			16 00	272	2	20			22 00
193		16			24 00	273		16			16 00
194	4	27			31 00	274		20			20 00
195		21			56 00	275	20	11			31 00
196		26			26 00	276	8	13			21 00
197		28			50 00	277	10	8			18 00
198	19	11			30 00	278					
199		25			25 00	279	13	2			15 00
200	15	16			31 00	280		23			23 00
201	31	31			62 00	281	7	16			23 00
202	27	31			58 00	282	5	11			16 00
203	24	23			47 00	283	12	23			35 00
204	4	7			11 00	284	17	27			35 00
205	25	35			60 00	285	14	19			36 00
206	24	10			34 00	286	24	40			64 00
207	4	44			48 00	287		19			19 00
208	12	31			43 00	288	2	17			19 00
209	15	20			35 00	289	6	9			15 00
210	8	30			38 00	290	19	17			36 00
211	16	49			65 00	291	26	18			

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't 17.	Assessm't 18.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't 17.	Assessm't 18.	TOTAL.
301	...	\$16	\$16	\$32 00	306	...	...	...	...
302	...	13	...	13 00	307	...	...	...	...
303	308	...	...	...	...
304	309	...	...	...	...
305	...	5	...	5 00	310	...	...	...	...

Balance on hand April 1 \$14,180 50
 Received during month 18,416 00

Total \$32,596 50

By claims 143, 144, 145, 146, 147, 148, 149, 150, 151 and 152 \$15,000 00

Balance on hand May 1 17,596 50

Respectfully submitted.

EUGENE V. DEBS, G. S. and T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
 TERRE HAUTE, IND., JUNE 1, 1886. }

Assessment Notice.

No. 20.—\$1.00.

To Subordinate Lodges:

SIRS AND BROTHERS: You are hereby notified of the following deaths and disabilities:

164. C. A. Platt, of Lodge 125, died of Burns received by explosion of benzine, March 21.

165. Chas. Scribner, of Lodge 52, died of Bright's Disease, April 2.

166. H. P. Littlejohn, of Lodge 216, was killed by railroad accident, April 8.

167. Henry Veager, of Lodge 274, was declared totally disabled with Consumption, April 13.

168. L. E. Piedlow, of Lodge 27, died of Pneumonia, April 17.

169. J. W. Barker, of Lodge 163, was totally disabled by amputation of leg, May 7.

170. C. J. Hutson, of Lodge 14, was killed by railroad accident, May 12.

171. Gilbert English, of Lodge 71, was declared totally disabled with Suppurative Cedulitis, May 12.

172. C. G. Rich, of Lodge 154, was declared totally disabled with Consumption, May 13.

The amount of ONE DOLLAR is due on the above claims from all members whose names were on the rolls of membership May 13, 1886, and must be paid to your Financier on or before July 1, 1886. The Financier is required to forward the above assessment so it will reach the Grand Lodge on or before July 10, 1886. Members failing to make payment as above provided, will stand suspended from all the benefits of the Order during such arrearage, as per Section 4 of Article 5 of the Constitution.

Fraternally yours,

EUGENE V. DEBS, G. S. and T.

Reinstatements.

The following reinstatements have been reported for the month of April:

Lodge.	NAMES.	Lodge.	NAMES.
3	Edwin Weeks.	132	W. C. Brown.
3	Jas. Watson.	148	T. J. Hayes.
12	E. E. Hillyard.	169	B. A. Smith.
14	John Laird.	169	W. H. Perry.
14	J. W. Trenary.	169	J. Gallagher.
82	E. Trowbridge.	174	H. F. McNally.
66	Philip Flagler.	187	T. A. Hubbell.
97	J. A. Kingsley.	198	W. J. Leonard.
125	Wm. Mayne.		

Expulsions.

The following expulsions have been reported for the month of April:

Lodge.	NAMES.	Lodge.	NAMES.
3	John W. New.	78	J. E. Sheble.
3	J. E. Opp.	78	J. F. Wisner.
3	W. Hector.	78	S. Childers.
9	A. Kredle.†	80	W. A. Bain.
10	N. Quayle.	81	O. S. Handson.
11	H. Armbruster.	83	N. A. Reynolds.
11	J. H. Hagerman.	86	Frank Cutler.
12	F. O. Kimball.	86	Chas. Housington.
14	J. C. Heltzner.	94	Jas. Jefferson.
14	P. E. Sterling.	97	C. H. Suber.††
15	Thos. Dunn.	104	W. E. Farley.
16	A. C. Simmons.	104	Albert Wheeler.
16	Pat. Cronin.	108	S. Montrose.
18	John Perley.	110	F. L. Maxon.
18	H. P. Perley.	112	John Mullen.
25	E. Bates.	112	John Sarks.
25	L. Outwater.	126	H. F. Clark.
26	Jas. McMarth.	126	Andrew Fullar.
26	R. Chamberlain.	126	F. McWharters.
26	Wm. Sullivan.	126	John Keone.
27	J. S. Pervier.	126	J. Johnson.
27	E. A. Whitney.	126	Harry Curran.
27	Pat. McGuire.	130	F. Stubbe.††
27	Chas. Wagg.	142	L. M. Powers.
27	Chas. Coyle.	142	S. H. McCracken.
29	Wm. Blake.	142	John O'Riley.
36	Clark Carpenter.	142	J. J. Lynch.
40	Wm. Milligan.	144	J. F. McDonald.
40	John Casey.	157	Geo. Jackson.
40	Jerry Keefe.	157	James Smith.
40	M. McFadden.	160	John Haag.
44	C. M. Pence.	162	Geo. D. Shupart.
45	G. T. Hager.	166	C. J. Kline.
46	Chas. Warner.	169	Jas. Gallagher.
50	M. O'Grady.	169	Thos. Keenan.
50	H. Boardman.	169	H. Hoadley.
50	J. Farrell.	170	J. A. McDonald.
50	J. F. Sharpe.	175	W. F. Steininger.
51	Addison Love.	182	F. Wambsgaus.
52	J. P. Dudley.*	182	C. L. Fargo.
53	C. L. Savage.	184	Jas. Caddy.
53	L. C. Walthour.	187	Geo. Cambridge.
56	James Foster.	194	Dave Pitt.
56	O. F. Parker.	199	W. C. Weller.
57	J. Y. Bryant.	200	J. Johnson.
57	L. L. Young.	200	R. E. Lewis.
60	Jos. Gibbs.	200	H. Kahler.
62	John F. Rolls.	202	Wm. Fisher.
64	J. O'Connor.	203	W. J. Moury.
64	C. McCarty.	203	G. T. May.
64	H. Halsted.	203	Joshua Baker.
68	J. Harring.	214	B. J. McGinnity.
73	C. K. Dolan.	214	B. H. Garrett.
73	F. L. Allen.	220	C. B. Bright.
74	J. J. Reissacker.	232	A. E. Briggs.
74	Owen Sullivan.	232	Ben. Conner.
74	Dan. Sner.	232	Edgar Woods.
74	F. Bohner.	235	J. S. Finley.
75	John Clark.	246	G. H. Rittenberg.
75	C. H. Luther.	260	W. R. Curtis.
75	J. T. Rowe.	274	J. C. Clark.††
76	Geo. B. Dickerson.	275	H. Yarbrough.
77	F. Carpenter.‡	278	C. T. Bradford.†
78	O. B. Dobson.	287	M. G. Long.††
78	Thos. Killion.	289	J. C. O'Ahera.
78	John Ready.	296	E. J. Wells.†

* Selling liquors.

‡ General principles.

§ Drunkenness.

† Contempt of Lodge.

†† Defrauding Lodge.

All not marked, for non-payment.

Black List.

E. J. WELLS.

E. J. Wells, ex-Magazine Agent of At Last Lodge No. 296, has been expelled for defrauding Lodge. Our advice to all honest men is—shun him.

Only \$1.00 per Year.

Monthly.



A Practical Mechanical Journal,

DESCRIBING AND ILLUSTRATING

New Railway Appliances,

AND TREATING OF THE

Running, Management, Repairing

—AND—

BUILDING OF LOCOMOTIVES.

SHOULD BE IN THE HANDS OF

Every Live Engineer, Fireman and Railroad Mechanic

\$1.00 per Year. Sample Copy Free.

Agents wanted in every Railroad Center. Address

**Am. Ry. Pub. Co.,
32 Liberty St., New York City.**

Chew Rail Road Plug

To the Brotherhood of Locomotive Firemen:

Gentlemen :--On the 2nd of January, 1886, we signed a contract with your Grand Officers to pay into your treasury a royalty of one cent on every pound of "Rail Road Plug" that we sell in the next five years.

If every member will assist by chewing this Tobacco, asking for it continually in stores that do not keep it, and asking his friends to try it, the Royalty paid into your Treasury will reach a large amount per month.

See that each butt of tobacco has our name on it.

Respectfully,

The Kentucky Rail Road Tobacco Co.

The above statement is correct. Ask your dealers to keep the "Rail Road Plug."

F. P. Sargent, G. M.
Eugene V. Debs, G. S.

Wholesale Agents.

Peter Hauptmann & Co., St. Louis, Mo.

Hulman & Co., Terre Haute, Ind.

Chas. J. Off & Co., Peoria, Ills.

Hannan & Michael, Mobile, Ala.

R. D. Kellogg, Rochester, N. Y.



VOL. X.

JULY, 1886.

No. 7

**THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS
AND
THE BROTHERHOOD OF LOCOMOTIVE FIREMEN.**

This article is written in the interest of harmony, it is also written in the interest of *truth*; and, since harmony cannot permanently exist where truth is exiled, ignored or crushed, it will be our purpose to state the truth. This done, we shall leave consequences to take care of themselves.

Let it be distinctly understood that we write in a spirit, neither vaunting nor apologetic. We shall, however, in the language of the sturdy old carpenter, "hew to the line," regardless of where the chips fly. Our statements will be verities, and those who may choose to assail them, shall be welcome to all the trophies they may secure.

In 1863 the Brotherhood of Locomotive Engineers was organized; Division No. 1, in the city of Detroit took its place at the head of the column, which now numbers three hundred and seventeen Divisions. The Brotherhood has grown in twenty-three years from one Division to 317 Divisions, from a membership of *twelve* to a membership of *eighteen thousand*. This growth, this success, demonstrates the necessity for such an organization which defies rational contradiction.

We assume, pretending to no positive knowledge upon the subject, that each of the *twelve* engineers, who formed Division No. 1 in 1863, in the city of Detroit, had been locomotive firemen, that they had graduated from the "scoop," and by their education and experience as firemen, had become capable of assuming all the weighty responsibilities of engineers.

It is held to be a most reprehensible trait of character, for a man, who has gone forth from a humble home and achieved success in the world's broad field of battle, to treat his brothers who are struggling up the same steep and rugged declivities, with supercilious disdain—to assume an arrogant demeanor, to put on offensive style—in a word, to act the damphool generally. The verdict of the world, in such cases is, always, that the man so deporting himself, has more brass than brains, that he has bartered probity for position, conscience for cash, and that the conspicuousness, secured by such a course, is yielding a harvest of contempt.

The organization of the Brotherhood of Locomotive Engineers, manifestly marked an important era in the history of railway wage men. It was a move in the right direction. It was an organization for noble purposes. It had in view, not only individual

rectitude, but the improvement in character and qualifications of engineers as a class. It started out with the declarations that to become a member of the Brotherhood, "an engineer must be of good moral character, of temperate habits" and the motto of the Brotherhood was, "Sobriety, Truth, Justice and Morality."

We shall feel obliged to our readers, if, in following us through this article, they will keep the foregoing in mind.

In the year 1873, thirteen years ago, in the town of Port Jervis, in the State of New York, about a dozen locomotive firemen, met and founded the Brotherhood of Locomotive Firemen. We assume without hesitancy that there exists an urgent necessity for the organization of the Brotherhood of Locomotive Firemen—a necessity as pressing and as importunate as that which demanded the organization of the Brotherhood of Locomotive Engineers, indeed, more decided in its character. We choose to dwell upon this phase of our subject. We propose to try this case fairly. We propose to call witnesses and make them speak. This case has been long enough on the docket. The Brotherhood of Locomotive Firemen was organized for noble purposes. It contemplates the moral, intellectual, social and financial improvement of its membership. It had in view better citizens and better workmen and its motto—its shibboleth words, from the beginning were, "Benevolence, Sobriety and Industry."

Now what we desire is that the Brotherhood of Locomotive Engineers shall call the roll of its 18,000 members belonging to its 317 Divisions, and as each member answers to his name let him state if he was at one period in his life a Locomotive Fireman? if he was at one time a member of the Brotherhood of Locomotive Firemen? Let us have the ayes and noes. Let the record go to the world. Let it be seen and read of all men that they may know the incalculable weight of obligation the Brotherhood of Locomotive Engineers is under to the Brotherhood of Loco-

motive Firemen for supplying it with its membership as it stands to-day. What says the Grand Chief of the Brotherhood of Locomotive Engineers? This—"To become members of the Brotherhood of Engineers an engineer must be of good moral character, of temperate habits." Now then what says the organic law of the Brotherhood of Firemen? This—"That a man qualified for membership shall be of good moral character, industrious, sober and sound in body and limb." Here we ask in what regard has the Brotherhood of Locomotive Engineers mapped out a line of march more desirable than that which the Brotherhood of Locomotive Firemen has designated for its membership? Is the question of benevolence brought into the controversy? It was stated by the Grand Master of the Locomotive Firemen in his public address at Philadelphia that the Brotherhood of Locomotive Firemen, since its organization in 1873, had paid out for benevolent purposes the sum of \$315,764. It was recently stated by the Grand Chief of the Brotherhood of Locomotive Engineers that during the past sixteen years the Brotherhood had paid \$1,850,000 on account of deaths and injuries. Now then if the dates of organization of the two great Brotherhoods are considered, as also the great disparity in wages paid engineers and firemen, it will be seen that upon the score of benevolence the Brotherhood of Locomotive Firemen have been true to every obligation.

The goal of the average fireman's ambition is the throttle, and just here comes into the boldest possible relief the inquiry, Has the Brotherhood of Locomotive Firemen been true to its high mission in preparing its membership for the responsibilities of engineers? If not, in what regard, in what particular, in what instance has the Brotherhood of Locomotive Firemen been derelict? We put the question with special and commanding emphasis. Here and now we challenge investigation. We know that the Brotherhood of Locomotive Firemen began its career in weakness—with less

than a dozen members thirteen years ago. We know through what ordeals it has passed. We know how intense has been the heat of the furnace. We know "what masters laid the keel" of our good ship:

"What anvils rang,
What hammers beat,
In what a forge and what a heat,
Were shaped the anchors of our hope."

We know that courage more self-sacrificing, ambition more exalted, fidelity worthy of higher commendation, never animated a body of men to execute a mission born of devotion to private and public welfare.

Again the Grand Chief of the Brotherhood of Locomotive Engineers, justly boasts of the Journal of the Brotherhood, which he says "has a circulation of 16,000 copies per month." We applaud the undertaking and the success of the "Engineer's Journal." It speaks well for the Brotherhood. It means literary and intellectual culture. It means the improvement of the mind forces of the membership. It is in consonance with the spirit of the age, and beneficent results must follow.

The Brotherhood of Locomotive Firemen early appreciated the importance of issuing a publication under its auspices, that should monthly give information of the progress of the Brotherhood, and discuss questions relating to the welfare, not only of the membership, but of the workingmen of the country. How well it has met expectations let the figures tell. We now issue monthly 23,000 copies of the Firemen's Magazine and its popularity is a source of ceaseless satisfaction.

We record such facts because they place the Brotherhood of Locomotive Firemen on a plane calculated to inspire respect and confidence in all circles where honest endeavor is appreciated.

Such is the Brotherhood of Locomotive Firemen, such its bed rock principles, such its growth and grandeur, such its work and success. It is large enough to be seen. Its boundaries are the horizons of the continent. Its lodge fires across the continent, and from the Dominion of Canada to the

Republic of Mexico, are the beacon lights of progress. Its principles are enduring, its purpose exalted, its influence commendable, its motto universally accepted as praiseworthy. What more? It has been congratulated by men enthroned in public esteem. Statesmen, Governors, Legislators, Divines, writers of renown, men profoundly learned in law, literature, logic and divinity, men who have studied all the labor problems of the day and whose opinions pass current where thinkers debate. This Brotherhood of Locomotive Firemen, having been for thirteen years sedulously engaged in preparing men for Locomotive Engineers, "of good moral character, industrious, sober, and sound in body and limb," now and here asks what recognition it has received and is still receiving from the Brotherhood of Locomotive Engineers? and here we repeat the challenge contained in the May number of this Magazine for any one interested, "to point out one word, one line ever published in the Engineers' Journal, in which even a reference is made to the Brotherhood of Locomotive Firemen, one word, one line in recognition of the organization; one word, one line in favor of harmony; one word, just one that would indicate, or even intimate that such an institution as the Brotherhood of Locomotive Firemen ever existed."

We beg not to be misunderstood. The Brotherhood of Locomotive Firemen, is not languishing because of the assumed superiority of the Brotherhood of Locomotive Engineers. There are laws regulating the amenities of life, its civilities and manners, as irrevocable as the laws of the Medes and Persians—and the penalties for their infraction are as certain as death. Haughtiness, pride, presumption, self-conceit *big headedness*, win inevitably, pity from all manly, right thinking men—and yet, such majestic imperiousness, swelling importance, is a public calamity, since society is benefited by common sense, and is the loser when any considerable number of its members, become enamored of

ideas which subject them to ridicule.

We repeat that for thirteen years the Brotherhood of Locomotive Firemen has sought to prepare men for the position of Locomotive Engineers. This it has done by methods recognized as eminently prudent and praiseworthy. That the Brotherhood of Locomotive Engineers, should fail to recognize such a Brotherhood, is anomalous to an extent which defies prudent characterization. It is fundamentally erroneous. It taboos the commonest courtesies of life. It is a vulgar thrusting aside of those urbanities which distinguish the gentleman from the boor. It degrades rather than elevates those who practice it. It is an exhibition of that vanity which distinguished the Pennsylvanian, who "struck ile," and thereafter couldn't see a poor relation though he was seven foot high. But the Brotherhood of Locomotive Firemen care little for such things; nevertheless the position taken by the Brotherhood of Locomotive Engineers has developed in an attack upon the Brotherhood of Locomotive Firemen fruitful of indignation rather than contempt. It brings into view a purpose of such flagrant injustice as will in our opinion defeat itself. Do we hear the inquiry, what is this injustice? It is this, that no Locomotive Engineer, who is a member of the Brotherhood of Locomotive Firemen, shall ever become a member of the Brotherhood of Locomotive Engineers, and that no member of the Brotherhood of Engineers who is a member of the Brotherhood of Firemen is allowed to represent his Division in annual convention. Why? In the name of all things decent, prudent and honorable, why? The question goes resounding through all the Lodge rooms of the order, and the echoing reply is why? Why this *blacklisting*, this *boycotting* rule of the Brotherhood of Locomotive Engineers? Why this gratuitous stigma? What stain has the Brotherhood of Locomotive Firemen placed upon the escutcheon—the life and character of its members? It has demanded good character, sobriety,

industry, soundness of limb and body. The Fireman has been for years a member of the Brotherhood of Firemen. Every noble ambition has been cultivated. He has broadened in intelligence, habits of sobriety and industry have been fixed—fidelity to obligation has been developed into a principle of life and action. He numbers his Brotherhood comrades by hundreds. He is deeply attached to the history, the traditions, the associations of the Brotherhood. It has warmed him into a noble life—prepared him for the duties and responsibilities of engineer—and now, what? This, by the fiat of the Brotherhood of Engineers, he shall never pass the threshold of a Division door, never wear the badge of the Brotherhood of Locomotive Engineers until he has renounced allegiance to the Brotherhood of Locomotive Firemen. Gods! if that is not *blacklisting*, what is? If that is not *boycotting*, what is? If that is not imperialism, what is? It is asking a man to disrobe himself of his manhood, of his self-respect, of his independence, of his personal liberty for what? That he may enter the charmed circle of a Division of the Brotherhood of Locomotive Engineers without the smell of a Locomotive Fireman upon his garments—and that is the lofty commendation Locomotive Firemen receive from the Brotherhood of Locomotive Engineers. Look at it—turn it around—turn it inside out—view it from any possible standpoint, and the more you contemplate the astounding insult, the more you discover the purpose of the Brotherhood of Locomotive Engineers to be, the humiliation of Locomotive Firemen.

At a recent union meeting of Locomotive Engineers at Hartford, Conn., the Grand Chief of the Brotherhood of Locomotive Engineers is reported to have said: "I say to you, ladies and gentlemen, that men who will not stand up in defense of their own rights, but who bend to the wishes of the officers, and withdraw from an organization which no man who is honest can pos-

sibly object to, *lack the essential qualities of manhood*. No man has the right to say to another, 'thou shalt' or 'thou shalt not.' * * * A man has the right to belong to any organization, provided it is not contrary to law. We have had railroad managers tell our men, 'If you belong to that Brotherhood we don't want you.' * * * We do not believe in *dictation* in any form, but we do believe in justice, in equity and in truth."

Such are the recent declarations of Grand Chief Arthur of the Brotherhood of Locomotive Engineers. How do they tally with the decrees of that Brotherhood relating to members of the Brotherhood of Locomotive Firemen? If an engineer, a member of the Brotherhood of Locomotive Firemen, asks admittance into the Brotherhood of Locomotive Engineers, what is he told? This, to gain admittance you *must* abandon your membership in the Brotherhood of Locomotive Firemen, and yet he says to the Hartford meeting, "that a man who withdraws from an organization which no man who is honest can possibly object to," because officers demand that he should withdraw, "lacks the essential qualities of manhood," but that is just what the B. of L. E. demands of a member of the B. of L. F. who seeks admittance into a Division of the B. of L. E. The very thing denounced is practiced. The order is that no member of the B. of L. F. shall ever enter the Order of B. of L. E. The demand is that such applicants shall first renounce all allegiance to the B. of L. F. The Grand Chief says no man has a right to say, "thou shalt or thou shalt not," and yet when a member of the B. of L. F. desires membership in the B. of L. E. the order is, "thou shalt" withdraw from the B. of L. F., and if the demand is not complied with then the order is "thou shalt not" become a member of the B. of L. E. The railroad official says, "If you want work, renounce the B. of L. E.," and the B. of L. E. says, "If you want to join this Order, renounce the B. of L. F." Grand Chief Arthur says, "We do not believe in

dictation in any form," still, when the B. of L. E. says to a member of the B. of L. F. you shall not join this Brotherhood unless you withdraw from the B. of L. F., it practices the most odious and repulsive form of dictation, a form of dictation to which, if a man yields, "he lacks," in the language of Grand Chief Arthur, "the essential qualities of manhood."

We unequivocally indorse the Grand Chief's opinion and declaration. We heartily second the motion. We vote aye every time. And we frankly tell the Brotherhood of Locomotive Engineers that their Grand Chief has sounded a key note which will find a hearty response throughout the entire Brotherhood of Locomotive Firemen. The membership of the Brotherhood are not wanting "in the essential qualities of manhood." They will not *be forced* to abandon their parent Brotherhood to become members of any other Brotherhood. They will not permit humiliating dictation. In all things that go to make up manliness, good character, probity, sobriety, industry, a Brotherhood fireman is the peer of a Brotherhood engineer. As a citizen he possesses the same rights and prerogatives, his aspirations are as high, his purposes as pure and as unselfish, and he will never consent to cause the burning blush of shame to mantle the cheek of parents, wife or children, because of his recreancy to obligation.

We are not seeking to underestimate the character or influence of Grand Chief Arthur, of the B. of L. E. Hitherto, in a manner both frank and kind, we have referred to some of his public utterances, some of his infelicities of speech, but never offensively,—always courteously. In this we fearlessly challenge the record. But now we have this to say, in all seriousness, that while his policy—and we refer to the treatment of the B. of L. F.—may meet with the approval of a majority of the B. of L. E., as it now exists, he will be required to change his methods, if he is ambitious to be the Grand Chief of engineers now preparing for

graduation. A grand army of Brotherhood firemen are pressing toward and are reaching for the throttle, their feet will soon stand upon the "foot-board," they will be found loyal to their *Alma Mater*, nor will they enter the B. of L. E. upon any terms which require them to sacrifice their self respect to the extent of a thousandth of a miligram. If it were otherwise, if the mission of the Brotherhood of Locomotive Firemen was to prepare men for engineers, who, when they had reached the goal of their ambition, would disown their comrades, assume arrogant airs and point to them with disdain, then by all the sacred memories of struggle and triumph, by all the heroic dead, and heroes living, it were better to disband, better to fold our banners in silence, put out the Lodge fires and make the humiliating confession that the children of the Brotherhood trained and educated for responsible duties, in the hour of their triumph, turned traitor to every manly and ennobling sentiment, and for the consideration of membership in the B. of L. E., exhibited to the world a degree of apostacy and ingratitude, for which there can be neither condonement nor atonement. But we are not afflicted with such misgivings. We know whereof we write, when we say that a more self-reliant body of men than the members of the Brotherhood of Locomotive Firemen does not exist upon the face of the earth; and if the Brotherhood of Locomotive Engineers is equally generous in its pride of membership, it may to its heart's content indulge in gratulatory phrases, but it should remember a large proportion of its membership graduated from the Brotherhood of Locomotive Firemen; that is where they were trained for their positions on the "foot-board," and it should remember that when the B. of L. E. demands that a member of the B. of L. F. shall withdraw to become a member of the B. of L. E., it practices a dictation as odious as ever characterized a railroad official, a dictation embodying insult and ingratitude, dictation humiliating and degrading, dic-

tation which no manly man will tolerate and which all honorable men will condemn.

We have before us, as we write, the June number of the *Engineers' Journal*, containing communications from Messrs. Rory O'More and J. E. Phelan. In paying our respects to these astute writers, it will be courteous, we presume, to take them as they come, as millers grind grists. Rory O'More is entitled to precedence, as he begins on page 386, while J. E. Phelan comes later on page 394. These writers assume to be the custodians of Mr. P. M. Arthur's public utterances. They decorate their chief in royal purple, to which we offer no objection whatever. It is their privilege, still it occurs to us that since Mr. P. M. Arthur is one of the Editors of the *Engineers' Journal* he could, if he would, or would if he could, defend his own official declarations. So far as we are concerned no assault was ever made upon Mr. P. M. Arthur. Defamation of character is not our style, hence R. O'M. in hunting for Mr. P. M. A's "defamers" will be required to browse around in pastures and fence corners outside of this office. It appears that the height of our offending was an article published in the February Magazine, in which we took occasion to express in decorous language our objections to expressions used by Mr. P. M. Arthur in his New Orleans address—as for instance, Mr. Arthur said, "without capital labor would starve." If Mr. Arthur in that stated a fact, he ought to continually repeat it in his *Journal*, and Rory O'More and J. E. Phelan ought to round up their periods with the declaration. We objected to the expression. We said, "It occurs to us, that Grand Chief Arthur, while manifestly seeking to harmonize labor and capital, and do away with unnecessary friction, has put upon record expressions well calculated to mislead the public mind and to perpetuate the very difficulties which he is evidently seeking to overcome." We assume that P. M. Arthur, G. C., never objected to that language. It is courteous, parliamentary, dignified, manly.

We reversed Mr. Arthur's proposition and said, "without laborers capitalists would starve." One illustration will suffice. England can produce sufficient food for her population, about six months of the year. In proportion to area and population, England has more capital and more capitalists than any country in the world. Do R. O'M. and J. E. P. see the point?

We objected to Mr. Arthur's expression that "the capitalist and laborer both attend the same market, the capitalist with money to buy labor, and the laborer with strong muscles to sell labor." We thought such terms as "buy" and "sell" labor were infelicitous, and we strengthened our logic with such illustrations as occurred to our mind. The distinctive feature of the labor system north and south some years since were, the north *hired* its labor, the south *bought* its labor. Now the south like the north hires its labor. In the south laborers were chattels, capitalists *bought* them, and it is possible, in slave times, labor, as Mr. Arthur put it, was a "commodity." If Mr. Arthur is still convinced, that "without capital labor starves," that labor is a *commodity* to be *bought* and *sold*, he has a widely circulated Journal and can monthly urge his views upon engineers and workingmen generally. He should have the courage of his convictions, and if he has further remarks upon the subject we shall read them with becoming patience. Such a course would be preferable to wholesale dealing in fulsome eulogy for the protection of Mr. Arthur's reputation as authority upon labor questions, in which Messrs. R. O'M. and J. E. P. so frequently engage.

R. O'M. says, "I have noticed in the Firemen's Magazine on various occasions, several flings at our Order, by writers over various signatures, which satisfied me that the Order was but waiting an opportunity to let loose the dogs of war on us"—and still, R. O'M. finds it convenient and prudent not to repeat what he has "noticed," and we commend his tactics, they protect his veracity. But, as if to open his

mouth for the express purpose of putting his foot in it, he says, "It seems that some remarks made by Bro. Phelan gave the pretext to commence."—A confession that "Bro. Phelan" commenced. Bro. Phelan didn't "let loose any dogs of war"—he just let himself loose; his dogs were probably away from home on some other equally fruitless campaign—possibly barking at the moon. This done, R. O'M. addresses himself to "gentlemen of the B. of L. F." and gives the information that he "graduated from a wiper" up to the command of a "passenger engine." Happy to know it. You developed as you went up, and when you reached the goal of your ambition, when you had advanced from the "wiper" to the right side of a passenger engine, then what? Then you took off your "dirty linen" and threw it at your old comrades and associates. Then you fell into line with those who decreed that no member of the B. of L. F. shall ever become a member of the B. of L. E. unless he turns apostate and disowns his "fostering mother," and you say to the men in whose ranks you toiled, if you don't like my style I cannot help it. That is the purport of your address to "gentlemen of the B. of L. F." R. O'M. refers to two factions which once sought recognition. What of that? There are no two factions now seeking recognition; no, nor one. Your supposition that "the Brotherhood of Locomotive Firemen of North America is able to take care of itself" is correct. It has demonstrated the fact. It has developed self-reliance; it has solved every problem of success. It is strong, morally, intellectually and financially. It has acted toward the B. of L. E. in the spirit of fraternity, fellowship, comradeship. In return, it has received naught but contempt. The B. of L. E. may esteem its supercilious attitude towards the B. of L. F. as commendable. It is the attitude of those who look with disdain upon their fellow men and fellow-workingmen. It is an attitude of vulgar dictation, an attitude of base ingratitude. It is an attitude which exhibits a mixture of

pride, vanity, arrogance and aristocracy, which, though R. O'M. may applaud it and seek to hide its offensiveness, sinks him and others who approve it, to positions beneath that of a "wiper"—indeed, a manly "wiper" is indefinitely superior to an arrogant and conceited engineer.

In looking over the communication of Mr. J. E. Phelan, we discover that he, too, starts out with a defense of Mr. P. M. Arthur. He goes for the article on "Capital and Labor," published in the February number of the Magazine. Mr. Phelan, having started out with the proposition that labor, and therefore laborers,—for there can be no labor without laborers—can be bought and sold, says his labor "can be bought." Mr. Phelan will sell himself "absolutely" to his "employer." Not so, Mr. Phelan, "Employer" is not the word. An employer does not buy his employes, he hires them, but you sell yourself "absolutely,"—not to your employer, but to your owner. The man who buys a "commodity" owns it. Down south, when a planter bought a slave he owned him—as you say your employer does you, or your hours, "absolutely." You hedge, Mr. Phelan; you weaken. You resort to subterfuge. You discover that you have bitten off more than you can masticate. You say, "Let that (my) employer treat me justly, pay me good wages, and consider me a man of honor," etc. But when a man has bought you and your labor, and you have sold yourself as a "commodity," your buyer is not under further obligations to you. You have sold your labor, he has bought your labor—he owns your labor, but when your self-imposed degradation pinches you, you say, let him do this and that; the intimation being, unless he does this and that, you are not sold, he did not buy you—you are a free man. Gods! but we congratulate you, Mr. Phelan, and we advise you every time you sell yourself, to stipulate with the man or the corporation, making the purchase, that they shall "treat you justly," pay you "good

wages" and "consider you a man of honor," and if they don't do that, Mr. Phelan, don't sell yourself. They ought not to be the owner of such a "commodity" as J. E. Phelan, Esq.

But, Mr. Phelan, in his eagerness to do the handsome thing by Mr. P. M. Arthur, assumes that we said Mr. Arthur's language was "cringing, cowardly and fawning" because the statement that "but for capital labor would starve." We referred to the "literature of labor." But let us have the entire sentence. Here it is: "But it is manifestly true, that while the literature of capital is bold, aggressive, defiant and arrogant, that of labor has been cringing, fawning and cowardly, the fundamental error being that 'but for capital labor would starve.' Hence, reasoning from such a hypothesis, the conclusion is inevitable that capitalists hold in their hands the life and destiny of labor." Not a word is said, declaring the speech of Mr. Arthur "cringing, fawning and cowardly" but admitting the truth of Mr. Arthur's declaration, that "but for capital labor would starve" and you of necessity create a literature "cringing, fawning and cowardly." If that does not result, then the haggard truth of history, that labor in all ages has been degraded, stands forth a colossal lie.

Mr. J. E. Phelan, in making a case against the B. of L. F., quotes the gabble of an unknown fireman, somewhere "many years ago"—and this talk while "dead-heading," is made to do duty against the B. of L. F. now. If we were inclined to bring to our assistance the conversations of engineers—not many years ago—not unknown engineers, we could name engineers of the highest standing, not members of the B. of L. F., who have in language full of honest energy, denounced the outrageous policy pursued by the B. of L. E. towards the B. of L. F. But our cause does not demand such tactics.

In our strictures upon the policy of the B. of L. E. we have sought to influence its action in the line of justice and those proprieties which should distinguish an organization made up largely

of men who have graduated from the B. of L. F. In this we have been animated by purposes which we do not blush to own. They will stand the test of criticism—and in the future, as now, afford us satisfaction in their contemplation.

The B. of L. F. has not sought to control the personal action of its members. It builds no Chinese walls for its protection. The intelligence of its membership would brook no dictation from any source whatever, and what we say for members of our Brotherhood is equally true of a vast number of the members of the Brotherhood of Locomotive Engineers. They are not and never will be in sympathy with a policy which seeks to degrade an engineer who retains his membership in the B. of L. F., of whom there are now at least two thousand, as noble and as true as ever stood upon a foot-board or held a throttle. We could bank on their fidelity, though the temptation was as great as the devil offered the Master on the Mount. They would say, "Get thee behind me, Satan." They will never wear the badge of apostates. They will never barter their manhood, their independence, for position. They will never withdraw from our Order, unless it be of their own free will. And thousands more are coming up in our ranks whose loyalty will never waver, and when they learn, as they are now learning, that no engineer can belong to the B. of L. E. who is a member of the B. of L. F., then their loyalty to their parent fraternity takes on a higher significance, then the pass word has a new meaning, and the die is irrevocably cast.

We can live apart. If the B. of L. E. assumes, that engineers belonging to the B. of L. F. would make the control of that organization impossible—as Mr. Phelan says would be the case, they can be of service to the B. of L. E. by remaining on the outside, where at no distant day, a vast number of Locomotive Engineers will be found, preferring to maintain their manhood, their integrity, than to accept any position in any organization which requires

their degradation. This action will not be because the B. of L. F. imposes restraints or pledges, or assumes to dictate, but because it will be in consonance with those principles of honor and rectitude which it has been the ambition of the B. of L. F. to inculcate.

We have always voiced the sentiment and voice it again that we are not opposed to engineers withdrawing from our Order. When they leave us and cast their lot with the B. of L. E. we bid them God-speed—all we plead for is their right to leave us when they *will* instead of being driven out under the lash without regard to their personal feelings or rights.

This article has assumed undue length, for which we can offer no apology. Insulted, maligned and ostracised in the face of ceaseless endeavors to cultivate fraternal feelings, the Brotherhood of Locomotive Firemen had a right to a historical resume of its transaction, and this Magazine had a right to speak for itself. This has been done—how thoroughly we shall express no opinion. We have sought to maintain the honor and prestige of the Brotherhood of Locomotive Firemen. We have been identified with its struggles and triumphs in the past—we are marching with it now, we feel its great heart throb and our hand is in its manly palm, and the music to which we are keeping step, is not a dirge. Every note thrills like a bugle blast. The word is onward, we know what we have done; we know what we are doing, our ears are attuned to the harbinger notes of better times coming. We will bury our dead, we will assuage the grief of widow and orphan, we will fling out our banner, bearing our motto, we will be true to obligation, and we will educate men for Locomotive Engineers, who, when they are commanded to abandon the Brotherhood of Locomotive Firemen for a membership in the B. of L. E., will say "no!" with such indignant emphasis as that those who court apostacy, will learn, after all, that "honesty is the best policy."

WHY EIGHT HOURS FOR A DAY'S WORK.

The inquiry we have selected as a caption for this article supplies abundant food for reflection.

Say what we will about the dignity of labor, of work,—and too much has not been said—human nature is so constituted that work, if it could be avoided, would not be sought after as a means of increasing the sum of human felicity. By the term *work*, we do not mean employment mental or physical. We have reference to a condition which involves toil, drudgery, weariness, physical and mental bondage from which there is no escape, and which ceaselessly confronts the worker, demanding of him, like a Shylock, the fulfilment of the letter of the bond. We have reference to the worker at wages, which in multiplied instances barely supplies the unremittable necessities of life, the man who is the daily legatee of the same hard fortune.

In the school of experience, he is taught lessons of economy which render the term obnoxious, for it is economy which means privation. It is the schooling of the stomach to a scarce supply of coarse food; it is the education of the body to resistance of pinching cold in the winter, and the torture of summer heat; it is the training of the eye to scenes of squalor, unrelieved by a single redeeming ray of beauty in the house where he has his dwelling place.

Work, under such conditions, is not attractive. The worker enters upon the struggle early in life, and seldom lays down his burden except at the grave. See him anywhere, and the battle is raging. He is contending against formidable odds, for life. Early and late, often into the darkness, he toils on to keep his soul within its clay tenement, and if there are others, wife and children, dependent upon him for subsistence, then the situation puts to a test which defies exaggeration, the strength of every obligation that binds the worker to his task.

We know that the great mass of mankind have employment, which, in

a certain sense means work, the rich as well as the poor, but we know, also, that the difference between the work of a Gould, in his palatial office at a thousand dollars a day, and that of a fireman on one of his engines, is as the difference between a diamond and a lump of coal. It is said, sometimes, that men of great wealth are hard workers. We are quite willing to admit that with the management of large estates, comes great responsibilities, involving mental tension and physical exhaustion; but to intimate that such employments bears the remotest resemblance to the ceaseless drudgery of the man whose daily meals depend upon his daily toil, is to remand the most expressive words of our language to the limbo of the obsolete, and decree in the interest of idiocy that words shall no longer be the signs of ideas.

The Malthusian idea is that pauperism means the over-production of children; that the moment a child is born for whom there is no plate laid at the banqueting table of nature, it becomes a surplus production, and that nature decrees its death—necessarily by starvation,—and will see to it that it is removed. But in the face of this Malthusian philosophy, the world is required to contemplate the astounding fact that there is in certain countries an over-production of food products, that nature does lay the plate in the banqueting hall for the child, but that some heartless wretch removes the plate. Illustrations abound. Facts as broad-based as the eternal hills loom up on all sides. Why is there famine in Ireland? Is it because nature has laid no plate for Irish children in the banqueting halls of Ireland? Ireland left to herself could feed the millions of people, but Ireland, the victim of rapacity, sits in the gloom of starvation, because land pirates not only remove the plates but confiscate the food.

But we are not in Ireland, nor in Continental Europe. We are in America, and are dealing with labor problems as they are presented here, and here where there is ceaseless talk about the over-production of food,

here, where the people tear down their barns to build larger, wherein to store their goods; here, where one man with the help of machinery, can produce food sufficient for a hundred men; here, where Jehovah's beneficence must be the admiration of angels, there are thousands multiplied, who go hungry, who are without sufficient food or clothing and who suffer for decent shelter. They look in vain for their plate at the banqueting table of nature. Why? Because there is an over-production of children? No—but because work is not fairly distributed and wages rule below the subsisting line, and because there are those who are so demonized that they seek for their own gain to advance the price of food, and reduce the buying power of the pittance a working man receives for his toil.

But it may be asked what bearing such facts have upon eight hours for a day's work. From one side may come the reply, nothing at all. But, from another direction, comes the declaration that they bear more or less directly upon the eight hour question and are vital and of commanding importance.

We have read much of late of debates in and out of Congress, relating to the dangers of illiteracy. We are told that the ballot, in the hands of ignorant, illiterate men, place our liberties in ceaseless peril—and that safety to our institutions lies in the education of the masses. There need be little controversy on this point. The Blair bill would appropriate many millions of the nation's money to overcome the illiteracy of the people, and the chief argument in support of the measure, is, that by such appropriation, the bulwarks of liberty are strengthened and our boasted institutions are made more secure.

As a substitute for the Blair bill a proposition is before Congress, to appropriate for educational purposes the revenues derived from the sales of public lands. We refer to such facts simply to prove that the public mind is profoundly impressed with the idea

that one of the greatest hazards which now confronts the institutions of the country has its existence in illiteracy, the ignorance of the masses, and that this great peril can be removed only by education. We freely admit, that to an extent which it is difficult to express, there is wisdom in such educational propositions. We believe they are fundamental. We do not, however, give our assent to the proposition that education is a panacea, a universal remedy for all the ills which afflict society, by which we mean that education which comes from training in the schools, as now conducted. But, be this as it may, the educational influences abroad in the United States of America are working a revolution in the popular mind. We are not particular about terms. There is an education, a mental training, a thought, discipline, a depth, breadth and height of knowledge, comprehension of conditions and rights, a perception of wrong and injustice, which men obtain, though they can neither read nor write. The illiterate man may not be as capable as the educated man to analyze problems relating to his welfare, or that of the public, but while far less thorough in his investigations, his conclusions are scarcely less exact. He employs no sophisms, he is incapable of making figures lie, he is not trained in the legerdemain of logic, he finds a fact and adheres to it. As he wends his way to and from his comfortless home, he cogitates, not about systems of government, not about parties and policies, kings or cabinets, tariff and finance. He has found one fundamental fact which occupies his mind—which is, that his wages are not sufficient to supply himself and his family with the absolute necessities of life. He knows that his breakfast was scanty, that the dinner prepared for him is not sufficient to keep him strong. He knows that his wife and children are not properly clothed and fed. He broods over the subject, he finds another working man in the same condition. They talk it over and their

discussions are the crude elementary propositions of what, in cultured circles, is called political economy. Others in the same, or similar circumstances, are consulted and finally, they conclude to make an effort to better their condition. This is education—not taught in the schools, not learned from books, but in the school of experience—and the lessons are committed to memory. They are interwoven with every fibre of their thought, and the men thus educated are demanding of employers an advance in wages that they may surround themselves with conditions more in consonance with the dignity of American citizens. If men are learning such lessons without going to school, what is to be expected of them and of their children, when they are privileged to drink at the fountain of knowledge, forever flowing from the free schools of this country, where men have the ballot. It should be understood that every blow aimed at illiteracy is also a blow aimed at arrogance, at the disgusting superciliousness of men who affect a proud disdain of working men.

In the process of education in this country, in and out of school, it is beginning to be understood that working men are not machines, or, if employers will still contend that they are machines then they are to be taught they are thinking machines—machines with heart and soul and brain, machines endowed with will power, with noble ambitions and with unalienable rights which they will not surrender.

Education, without reference to when or how acquired, has taught working men in America certain great truths, which are now and will continue with ever increasing power, to influence their action and their lives. The working men, being in the majority, the destinies of this country rest, in a large degree upon their shoulders. They are responsible; they cast the most votes; they create the wealth; they push forward the car of progress; they make constitutions and laws. Education lifts and expands them.

They are now saying that by lessening the hours of labor, more laborers are required. If all the working men in the country were employed, there would be less poverty, less crime, more happiness, contentment and prosperity. They say, and they speak truly, that such things are in the interest of society. Hitherto, the wealth which labor has created has concentrated largely in the hands of the few—hence, if eight hours commands the wages paid for ten hours, there will result a more equitable distribution of the wealth which labor creates. It may be well to demonstrate the proposition: We will suppose there are 5,000,000 working men in the country; of these, that 4,000,000 are employed at ten hours per day; one day, is, therefore, equal to 40,000,000 hours. If the time is reduced to eight hours per day, what is the result? This,—you at once make room for the idle 1,000,000 of men. If that would not be a blessing to society then figures lie—words have lost their meaning. The proverb that "idleness is the parent of crime" becomes a stupid vagary, and a stubborn fact is of no more consequence in the practical affairs of life than a Gulliver tale. But there is no trouble about eight hours a day, if workingmen will accept in wages the difference as eight is to ten, that is a reduction of *one-fifth*. That is to say, if workingmen feel sufficient solicitude in the welfare of their fellow workmen to surrender one fifth of their wages to improve the condition of the unemployed, well and good; otherwise, say the opponents of the eight hour movement, "things must remain as they are." Stated in figures the proposition is as follows; we like round numbers:

If 4,000,000 men working ten hours a day at \$1 a day receive \$4,000,000 and they are willing to take 80 cents a day they may have the privilege of letting the 1,000,000 of unemployed go to work. Since 5,000,000 men working eight hours a day, at 80 cents, receive \$4,000,000. In that case, as we have said, society takes no stock in the movement. It don't care a fig whether

there is one or one million idle men in the country. If the 5,000,000 men were employed at the ten hour price, say \$1 a day, there would be distributed \$5,000,000 instead of \$4,000,000 daily, an increase of \$1,000,000 a day, say for a year an increase of \$300,000,000. Just here, we ask, what becomes of the additional \$300,000,000? Well it goes for food, clothing and shelter. It circulates in all the channels of trade. It swells the tide of prosperity. It gives peace, contentment, social order. It reduces idleness, and necessarily crime to the minimum, and carries virtue and all things of good report up to the maximum. We cannot do better here than to introduce the words of Col. R. G. Ingersoll, to-day the most eloquent man in the world, and than whom none love their fellow-man better. He says: "Why should labor fill the world with wealth and live in want? Every labor-saving machine should help the whole world. Every one should tend to shorten the hours of labor. Reasonable labor is a source of joy. To work for wife and child, to toil for those you love is happiness, provided you can make them happy. But to work like a slave—to see your wife and children in rags—to sit at a table where food is coarse and scarce—rise at four in the morning—to work all day and throw your tired bones upon a miserable bed at night—to live without leisure, without rest, without making those you love comfortable and happy—this is not living—it is dying—a slow, lingering, crucifixion. The hours of labor should be shortened. With the vast and wonderful improvements of the nineteenth century there should be not only the necessities of life for those who toil, but comforts and luxuries as well."

Of all the unprovoked slanders upon workingmen there are none more aggravating, none more heartless than the intimation that with a fewer hours of toil they would squander their leisure instead of devoting it to mental culture and rational recreation. Workingmen love their homes as ardently as their more favored fellow-citizens—love their

wives and children with a devotion as sacred. They are animated by ambitions as fruitful of fruitions, and are as mindful of the interests of society. They are being educated. They are mastering the most abstruse problems relating to labor, production, finance and trade. They are asking for nothing that is not in the interests of right and justice. The eight hour movement is to take no backward step. The federal Government has pronounced in its favor. States will follow the example. The public mind is being convinced and victory is in sight. With less work for the *same* pay we are to have less idleness, less crime, more peace and greater plenty—brighter homes, better fed and better clothed children and wives, a more intense devotion to our institutions, and the ballot, so often referred to as a danger, is to be exercised with a higher regard for the public weal.

HERBERT P. LITTEJOHN.

On the 7th of April last, an entire passenger train was hurled down an embankment on the Troy & Greenfield road in the State of Massachusetts. The embankment was a rocky declivity, almost perpendicular, and was 150 feet from the track to Deerfield river, which flowed at its base. There were six cars in the train. The disaster was among the most terrible recorded. Ten persons were killed and more than thirty were wounded. The cars, after rolling over and over a number of times, landed, some of them in the river. Death stared the victims of the wreck in the face, by flood and fire, in addition to crushing and mangleing. This much for a mere mention. Herbert P. Littlejohn was the engineer of the train, a man of unquestioned capabilities, and of a character without reproach. He was at his post, his eye upon the track, and his hand upon the throttle. The danger lurked beneath the rail, unseen to mortal eye. The fatal spot was reached. Then, quick as a flash, without warning, the descent down the embankment, crash

upon crash, wreck, groans, wounds, mutilations, death.

Herbert P. Littlejohn, the engineer, was terribly scalded. Fully one-third of the surface of his body had been in contact with the steam from the boiler of his engine—hands, face, arms, shoulder to hip, and across the bowels, were scalded. He had a scalp wound two inches long, a cut between the eyes, internal injuries, throat and lungs scalded. But he was not killed then and there. He was alive and could crawl. In this supreme and awful moment, Herbert P. Littlejohn forgot himself. There were dead and wounded around him, and he was dying. He was suffering indescribable agony. Still his thoughts were away. He knew another train was coming. He summoned all his strength, crawled, staggered along the track to signal the coming train and prevent another disaster. This he did, and then his mission ended. Then thoughts were of home, of wife and children, of aged parents, and then he was ready to die. Words have not been coined to do justice to the heroism of Herbert P. Littlejohn. Words are said to be the signs of ideas. In contemplating the unparalleled devotion to humanity displayed by Herbert P. Littlejohn, there is a thronging and an intermingling and a blending of ideas, all struggling for expression. We would write of his abnegation in words as bright and as eternal as stars. We would make our sentences as beautiful as rainbows; we would construct an eulogy from the vocabulary of heaven, and we would sing of his heroism, if we could, in strains as harmonious as the music of the spheres, and as grand as the sounding symphonies of the ocean, when the storm God touches his mighty keys. It is little that we can do for Herbert P. Littlejohn, the intrepid locomotive engineer, and this little we do with our heart in our mouth as we write. He was a member of W. A. Foster Lodge No. 216, of the Brotherhood of Locomotive Firemen, and his nobility of soul has given new lustre to our Order's fame. We accept Herbert

P. Littlejohn as the true type of a man, a model engineer, and as the vast army of engineers and firemen, on all the trains of the continent pass in review. We are proud that it has fallen to our lot, as occasion requires, to contribute our mite in chronicling their deeds of imperishable glory.

We have on our table a pamphlet, setting forth a patented device of Messrs. Wm. S. Post, a practical mechanic, and H. D. W. Sawyer, a locomotive engineer, for reducing the consumption of fuel, by accomplishing complete combustion. The great advantages of the invention are lucidly set forth in the pamphlet, and the arguments used, based as they are upon accepted scientific principles, compel conviction. That there is a vast waste of fuel in creating steam is universally admitted, and the inventors of the complete combustion device, are confident they have discovered the long-sought remedy. A strong company with a capital stock of \$100,000 has been organized with headquarters at 396 Congress street, Portland, Maine, and Room 47, Merchants' Bank Building, Boston.

THE Railway Conductor's Monthly for May, says:

"We are very sorry to see that our associates, the Brotherhood of Locomotive Firemen, have, by their Grand Officers, in a public meeting, taken upon themselves the defense of an association composed in part of miserable, cowardly assassins, and for whose acts the association is responsible until it takes some decisive action to rid itself of them."

The Organization of the Knights of Labor, we infer from the declaration of Mr. Powderly, was designed to promote the welfare of working men. That is just what the Brotherhood of Locomotive Firemen was organized to do. We are confident that individual members of the Knights of Labor have committed acts meriting the severest penalties, and we do not understand that the authorities of the Knights of Labor approve such acts—on the con-

trary, we do know they condemn such acts, and we have yet to know of an organization, from the twelve apostles down to a base ball club, that could truthfully say "we are exempt." As an organization for the promotion of the well-being of working men, we are in sympathy with the Knights of Labor—wrong-doing we condemn, but we shall not condemn the innocent with the guilty—to do that would be indiscriminate censure. To charge a man with assassination, is one thing—to prove it is quite a different thing, and yet, conviction must precede condemnation—at least, the law demands that. When Knights of Labor are shown to be guilty of "cowardly assassination" and the organization approves the crime and defends the "cowardly assassins," then and not till then, will we condemn the Knights of Labor or any other organization. To do otherwise is anarchy, mob law. It is an appeal to the Court of Judge Lynch. Make the charge in due form, arrest the accused, give him a fair trial, introduce the witness, sift the testimony, then let the verdict come, and we will stand by it. We do not advocate *spotting*, *blacklisting*, nor *boycotting*. We don't believe in "downing" working men, because it is "popular." Our motto is not "away with him," "crucify him." Working men are struggling against fearful odds to improve their condition. Wrongs, flagrant wrongs have been perpetrated on both sides, and we would have the evil-doers punished, but we shall not condemn indiscriminately—all railroad officials are not to be condemned because of the outrages perpetrated by one or a dozen of their number. A moment's reflection, will, we think, impress the Conductor's Monthly that trial and conviction should precede sentence.

By the kindness of W. T. Goundie, Esq., General Superintendent of the Elevated Railways of New York City, we are furnished with the figures showing the extraordinary business done on the elevated railways, on

Monday, the 19th of April last. It will be remembered that the day designated, was at the time of the great horse-car drivers' strike in the city of New York, when all the travel was forced upon the elevated roads. On the day named, April 19th, there were carried the unprecedented number of 535,932 passengers, distributed as follows: Second avenue, 83,310; Third avenue, 248,599; Sixth avenue, 161,436; Ninth avenue, 42,587; total, 535,932. Now comes another, and a still more remarkable feature. Not an accident occurred; and this fact elicited from the general manager of the roads, F. H. Hain, the following tribute to the officers and employees of the roads:

"To all Officers and Employees: The unprecedented traffic on Monday, 19th inst., when 535,932 passengers were carried without accident or material delay, is cause for warmest congratulation for your patience, devotion to duty and extraordinary care under most trying circumstances."

We regard it creditable to the head and heart of Mr. Hain to have issued such a circular to the men who performed the responsible duties of the day. There must have been extraordinary care, but it should be remembered that every day throughout the entire year, the same kind of responsibilities rest upon the employees of railroads. They are transporting multiplied thousands of people, in the darkness and in the light, around curve, over chasm, through tunnels and cuts, and this fact known, they are entitled to ceaseless commendations. They are entitled to large pay, because their responsibilities are great and the strain upon them is such as to speedily wear out mind and body. It is to be hoped that the day is not distant when such work will not only be complimented but adequately compensated.

DESPONDENCY.

OPPRESSED with grief, oppressed with care,
A burden more than I can bear,
I sit me down and sigh;
O life! thou art a galling load.
Along a rough, a weary road,
To wretches such as I!

—Burns.

FRONTIER REMINISCENCES.

VI.

A dark bronze face, a nervous eye,
Had met the stranger's friendly grasp.

Bridges' ferry proved a most inhospitable refuge the night of our arrival. The only food that we could obtain was a few handfuls of corn, which we parched on an old shovel, over the fire, and devoured with a little salt. When the generous morning gave us light, we shot a rabbit and two prairie chickens; with these we made breakfast and then hastened to Horseshoe, a telegraph station four miles nearer to Fort Laramie. The operator kindly shared his cabin and his venison with us. These few hours' rest to ourselves and our horses proved of great service. We had two reasons for coming to Horseshoe; first, to get something to eat, and secondly to report to Casper of the bodies of Indians that invested the roads.

The Mormons had, on their way, and previous to their settlement in the valley of Salt Lake, been attracted by the richness of the soil of the country about Horseshoe, where they had wintered, and decided to make it their future home, but changed their plans when hearing such favorable reports, afterwards confirmed by their agents, of the valley near the inland sea, and watered by the streams from the Wasatch mountains. The bottoms, looking out from the cabin, showed that they had been partially cleared and prepared for the plow; yet the red willow and wild hops grew thick and luxuriant with the tall grasses and other vegetation under the protecting shade of the spreading cottonwoods.

The night before our arrival at Horseshoe, a wagon train, accompanied by a lieutenant and six or seven men as escort, camped near the little stream, a few hundred yards from the station. Scattered down the valley were about 300 head of beef cattle destined for Fort Casper and other posts lying north. We had decided, on learning that the wagon train was going our way, at least for some distance, to keep its company. They had now broke camp and were stringing out on the road, with the usual cracking of "black-snake" whips and braying of mules, when the wagon-master discovered that one of his extra mules was missing; he immediately

rode back into the brush on the bank of the creek seeking it; we were then standing at the door of the cabin, our carbines in our hands, and about to go and saddle-up, when out burst from the thick undergrowth about forty Indians, yelling and shooting. The wagon-master was well mounted, but barely escaped; as it was, he had a bullet hole in his hat and an arrow in his thigh. One of the Indians threw a lasso at him, but he dodged it. They swept across to our side of the road, some distance in the rear of the wagons; this movement was intended to draw our attention from another band who were driving off the cattle in the opposite direction. When the Indians first made their appearance from the brush, we saw that to be of any service, we had no time to get our horses; four of us gained a high projecting ledge of rocks that leaped out behind and a short distance east of the cabin. This unexpected fire, as they approached, confused them, and gave them cause to regret their daring attack. It was from this elevation, as we turned to come back, that we saw the cattle fully three or four miles away, and driven at a pace by a band of Indians that left no doubt of their anxiety to place as much country between them and us as it was possible in a given time; however, we were soon on their trail. The wagons continued their course, amply able to take care of themselves, as every driver was well armed; and the escort being dismounted, except the lieutenant, remained with them. We recovered the cattle and overhauled the wagons late in the afternoon, and an hour after went into camp. The following morning, our little party of five, leaving the wagons, rode on to Casper, sixty-five miles, where we arrived that evening. On our way we had stopped for a short time with the entrenched wagon train whose oxen the Indians had run off. From them I learned the particulars of the attack on their train, that I have related. This was the same band of Indians that laid in ambush for us at La Perl Creek.

I have mentioned that many of the Pawnees were in the employ of the Government, doing service as scouts and guides, armed with Spencer carbines and Colt's army pistols. In the summer of '68, it was reported

at headquarters of the department that a party of Sioux had gone from their reservation and crossing the Platte near Chimney Rock, were raiding the country south of there, harrassing emigrant trains, running off stock and committing other depredations. Our troop was ordered to join a company of 100 Pawnees, who were then encamped on Crow Creek about thirty miles east of Cheyenne, and together scour the country of the Sioux, attacking them wherever we met them, and driving them back on their reservation. We were not encumbered by any baggage, not even an overcoat. every man knew what dependence to place in his horse for endurance and speed; in short, we were in fighting trim and flying remarkably light. It was on this trip with the Pawnees, that summer, that we became acquainted with many phases of the Indian character that we had not known before, with some of their social habits and customs, and a few of their superstitions. You will better understand the advantages of the opportunities that were given us to learn these, even if we had no desire to study them, when you comprehend the circumstances that made it important if not necessary to have a free and easy intercourse with each other, that confidence may be inspired and the benefits of association be gained. I will make a brief interruption here, to tell of the first Indians that I had ever seen.

It was in June, 1866, on the Republican Forks, in extreme western Kansas, then a wild undeveloped country, having immense herds of buffalo roaming over its plains. We there met the chief Bull Bear, with 150 Cheyennes; fortunately for us, he had a few weeks before made a treaty with the Government, though, indeed, I fear his respect for its preservation would scarcely have saved us, had he been actuated by no other motive at that time; however, I had nothing but implicit faith in what I believed to be their feelings of friendship, and even kindness towards us. Why I should have entertained such ideas I cannot explain, not clearly, but I certainly can give logical reasons for changing my opinions since in that respect. I had often expressed a great desire to see some Indians, that is, real Indians

"in their natural state," mounted, full feathered and ready for the chase, but that desire has been more than satisfied. I was separated from our party when Bull Bear and his band appeared on a gentle rising ground a few hundred yards distant; I at once ran towards them, shaking the first Indian that I came to warmly by the hand. It never occurred to me that I had no arms of any kind, and even if I had, I would not for a moment have thought that there was any occasion for them. My delight and satisfaction at the meeting must have been plainly indicated by my manner, likely because it was natural, perhaps it was for this reason that they recognized and appreciated it. They gathered around, laughing and chatting, evidently in very good humor with the visit of the "papoose," as they called me. It had the appearance of a meeting of old friends, who, after a long separation, had unexpectedly met. They saw very plainly that I was entirely without any weapons of defense; this rather pleased them, nor did they attempt to take any advantage of it; on the contrary, one offered me his pony—I was on foot—to ride and overtake my companions, who were about two miles ahead. I quickly jumped on the pony's back, and with a short bark-like whoop, about twenty darted off with me. It partook something of a go-as-you-please race; nor did we tighten a rein till our little horses dashed up to the bridle of the officer in charge. Here they undertook at once to negotiate that I might be permitted to accompany them on their summer's hunt. It was difficult for them to understand why this was refused. I was yet scarcely midway in my teens, and like them felt keenly the disappointment in the refusal. I have often thought that my ignorance that day had saved me, and yet it was the means of making a few friends amongst the Indians who afterwards proved of inestimable value, and more than once saved my scalp.

Tim Fagan.

[TO BE CONTINUED.]

A MAN who is not ashamed of himself need not be ashamed of his early condition.
—Webster.

LABOR DISAGREEMENTS.

The news that has filled the daily press for the last four months has in many instances been equal to the reading of a novel or romance, where desperate deeds and cold-blooded murders are committed to suit the most reckless and depraved taste. We now receive a column or two of labor troubles from all parts of the country daily, and I am sorry to say that they are terminating, in many instances, in a fatal loss of life and destruction of property. The most notable strike of late has been the one affecting the Missouri Pacific system, of which we have heard so many and contradictory statements of causes which led to the strike. It seems to be the popular idea, though, that the strike originated chiefly through the discharging of one man, by name Hall, and that on the principle of "an injury to one is the concern of all," the strike commenced. I am not prepared to say as to what other grievances there were existing, or whether they were justified in striking or not, being at so great a distance from the "seat of war." But readers, I would ask you to take the principle home to yourselves of the discharge of this man, on account of his being a prominent member of an intelligent labor organization. Let us suppose that any railroad company should take it upon themselves to dictate to us, as firemen, or engineers, as to whether we should or should not belong to any organization. I feel convinced that if it were brought down to ourselves personally, we should feel much the same way that the majority of those felt who joined that strike. There is a principle at stake in it, which would make our blood run faster in our veins before we would submit. The same principle has before to-day, under the form of religion, in European countries, cost thousands of valuable lives. Before men would submit to play hypocrite, or attend a set form of worship, they offered up their bodies to the torture of the rack, to be burned at the stake, to be cast into dungeons and prisons, and all for the sake of upholding a principle. It has passed and gone in its religious aspect, but we see it still crop out in even this enlightened time, and I, for one, extend my sympathy to those men who have been engaged in the

fight to uphold a principle that is dear as life itself, viz: the freedom of the individual. We have almost all the constitutional liberty we could ask for, but what doth it avail us if we have neither industrial nor individual freedom, if our very actions are watched and questioned. What benefit is constitutional freedom to thousands of miners in this goodly land, who are compelled under penalty of being discharged, to trade for the necessities of life at a company store, where, after they have earned their wages by the sweat of their brow, deep in the bowels of the earth, they have not even the right to say where and how that money shall be spent. If that is freedom, I would like to know what despotism is.

The last two years have seen a great and radical change in public opinion concerning the labor question, and the time is fast approaching when there will be a demand for statesmen, when professional politicians will be pushed to the wall, and men with level heads, sober judgment and sound sense will come to the front. It will task the brains of our statesmen more than any question that has come up since the close of the war. It is the history of the world that men have always been found equal to all occasions, and I am confident that the present social eruptions will prove no exception to the rule, and that a means of solving them will be found without resorting to revolution, civil war or bloodshed.

We see the good work progressing in many parts of the world. That grandest of all statesmen, W. E. Gladstone, is making a loud call for more constitutional freedom for an oppressed portion of the British Isles, while our own President at home is dictating a message containing some of the true elements of industrial and individual freedom, advising the forming of arbitration boards to settle difficulties in all parts of the country.

It has been terrible to read of the depredations committed by the socialistic element in our large Eastern cities, and while all sensible men will deeply deplore the results of their deadly work, we must at the same time look for some of the causes that have led to this crisis. The men who are to-day comprising the socialistic element, have been

brought here, in many instances, by corporations, to cheapen labor, and if they who were the means of bringing them out here in their raw state, could now feel the lash of the whip they have been making this last few years, there would not be the cause for regret that there is. They have been brought face to face with a social condition and civilization they cannot comprehend, and with a popular government whose principles they do not understand. This country is not in need of any socialistic element, there is a constitution that can be made equal to all demands made upon it, for the redressing of labor grievances. In Russia there may be a need for this class of citizens to rid the world of tyrannical kings, who still believe they rule by divine right, and exercise a despotism over other human beings who are the equal of themselves, and flatly refuse to listen to any conditions by which the people would be lifted up from a state of serfdom to one of free and enlightened manhood. The battle that the nihilists are fighting in Russia (which I sincerely hope they will win) was fought and won over a century ago by the immortal Washington giving to this country all the constitutional liberty we are in need of. But since the overthrow of all the aristocracies of title, there has been planted the European idea of aristocracy in wealth, in a country which has given greater opportunities for the amassing of wealth than any country in existence, and this aristocracy of wealth falling into the hands of selfish men, has in many instances resulted in human nature being brought down to a state of social depravity which is truly deplorable.

But, thanks to the progress and education of labor organizations, who are educating the people to a full sense of their duties and responsibilities, we are entering upon an era of reform which is full of promise to all lovers of justice and freedom.

Sprague.

PRACTICAL TALENT.

It is a common saying that the man of practical ability far surpasses the theorist. Just what is meant by practical ability is, perhaps, hard to explain. It is more easy to tell what it is not than what it is. It is

an indescribable quality which results from a union of worldly knowledge with shrewdness and tact. Speculative ability is one thing and practical ability is another. Speculative ability depends on vigorous thinking, practical ability in vigorous acting, and the two qualities are usually found combined in very unequal proportions. The mere theorist rarely displays practical ability; and, conversely, the practical man rarely displays a high degree of speculative wisdom. In all affairs of life, but more especially in those of great enterprise which require co-operation of others, a knowledge of men is indispensable. This knowledge implies not only quickness of penetration and sagacity, but many other superior elements of character. Practical wisdom is only to be learned in the school of experience. Precepts and instruction are useful so far as they go; but without the discipline of real life they remain of the nature of theories only. Experience gained from books, however valuable, is of the nature of learning; experience gained from outward life is wisdom; and an ounce of the latter is worth a pound of the former. The old sailor knows nothing of nautical astronomy. But he can scan the seas and skies and warn of coming danger with a natural wisdom which all the keen intellect and ready mathematics of the young lieutenant do not afford. The true order of learning should be, first, what is necessary; second, what is useful; and third, what is ornamental. To reverse this arrangement is like beginning to build at the top of the building. Practical ability depends in a large measure on the employment of good common sense. Fine sense and exalted sense are not half as useful as common sense. There are forty men of wit for one man of sense. The most learned men do not make the best teachers. The men who have wielded power have not always been graduates. Brendley and Stephenson did not learn to read and write until they were twenty years old; yet the one gave England her railroads, and the other her canals. The great inventors are men who have walked forth upon the industrial world, not from universities, but from hovels; not as clad in silks and decked with honors, but as clad in fustian and grimed with soot and oil. It is not known

where he who invented the plow was born, or where he died; yet he has effected more for the happiness of the world than the whole race of heroes and conquerors who drenched it in blood and tears. Mankind owes more of its real happiness to this humble inventor than to some of the most acute minds in the realm of literature. Every day we see men of high culture distanced in the race of life by the upstart who cannot spell. The practical dunce outstrips the theorizing genius. Life teems with such illustrations. The want of practical talent in men of fine intellectual powers has often excited the wonder of the crowd. But this is not strange. Deep thinking and practical talent require habits of mind almost entirely dissimilar, yet such is the constitution of the human mind that it is apt to go to extremes. A man who sees limitedly and clearly is both more sure of himself and is more direct in dealing with circumstances and with men than is a man who has a large horizon of thought. Practical men cut the knots which they cannot untie. Men of theoretical knowledge, on the other hand, are tempted to waste time in comparing and meditating when they should be up and doing. Practical knowledge will not always raise a man to eminence. A man may be a great thinker or a great worker; he may be an acute reasoner and an eloquent speaker, and yet, in spite of all this, fail of success. Little trifles weave themselves into a web which hold him back. The fact is, he is not sufficiently in accord with his surroundings. In a word, he is not a man of the world in a popular sense. It requires a shrewd and careful observance of men and things rather than of books. It requires that the judgment be strengthened by being called upon in apparently trivial affairs. The memory must be trained to recall principles rather than statements. All faculties of the mind must be trained to act with decision and dispatch. While admitting that practical talents are, in their true sense, a gift of God, still we can cultivate and bring them to perfection, and by education and experience convert that which before lay dormant in the rough pebble into a dazzling diamond.

G. H. Whitney.

WHAT'S THY WATCHWORD.

What's thy watchword, brother, toiling
Where the hurrying stream of life
Sweeps along, mid fierce turmolling,
Anxious cares and restless strife?
Many delve and toil in blindness,
Lured by phantoms fair and gay.
Brother, then in love and kindness,
What's thy watchword? let me say.

Is it pleasure? Seek it never
Where the gay and thoughtless throng
Flies it from the wine cup ever
And from bacchanalian song:
But the Christ-like, the pure hearted
Dwell beneath joy's purest light,
And whoever will may find it,
In the holy paths of right.

Do the glittering earth's toys lure thee?
For the love of sordid gain,
Wouldst thou bind the immortal spirit
With a gleaming golden chain?
Bind it to thy hoarded treasure
In the gay world's busy mart?
Oh! be wise! for with the treasure
Evermore will dwell the heart.

Wouldst thou reach a clime immortal
Where the brightest flowers bloom,
Far beyond death's shadowy portal,
Far beyond the dreary tomb?
Oh, the treasures vanish never
Where the blessed angels roam;
Joy and gladness dwell forever
In the Christian's happy home.

Mortal! Wake from sinful slumber;
Strive to do the good you can;
And though cares the mind encumber,
Learn the brotherhood of men.
Oh, be strong, be brave, be earnest,
Onward, upward, be thy way;
Then will faith's clear light conduct thee
Unto pure and perfect day.

Hannah M. Crofton.

WHEN I AM DEAD.

When I am dead I'd have kind friends
Come to that lonely, silent spot
Where I shall rest, and plant sweet flowers,
In token I am not forgot;
Could I look down upon them there,
For them I'd breathe a silent prayer.

When I am dead and laid to rest,
From worldly strife and care am free,
I'd have the friends that I love best,
In fond remembrance think of me;
And may their love be not effaced
When I shall sleep in death's embrace.

May loving thoughts their kind hearts fill;
For one they knew in life's spring-time,
And though my absence brings them pain,
I'd have them not with grief repine,
And murmur not o'er God's decree,
For there is none so wise as He.

Mrs. Nellie Bloom.



Mechanical Problems.

MESSRS. EDITORS: I see by the May number of our Magazine, that a good many of your readers are taking a lively interest in the discussion of mechanical problems, as is shown by the answers to the wheel puzzle sent in from various correspondents, in different and widely separated localities. This is as it should be and evinces the true spirit of progress, which is sure to result in the elevation of the standard of knowledge in our Order, and carry it to the front rank in the rapid advance of improvement.

So far as heard from nearly all your contributors seem to agree, in answering Mr. Lockwood's wheel problem, and making the answer to No 1, *one revolution*, and to No. 2, *two revolutions*, which are evidently the answers Mr. Lockwood expected. As he has promised to further illustrate and explain this point in his next communication our interest in the coming numbers will not flag, but rather increase, until the Mechanical Department of our Magazine shall become the grandest feature of the book to the earnest investigator of mechanical science in connection with our chosen profession. As others have designated it a profession let us all call it so, and help to dignify it not only by calling it so, but by conducting ourselves as becomes a true professional character, full of manly principles, abhorring all evil and ever ready to do battle for right truth and justice.

Before we leave this wheel question, I would again call Mr. Lockwood's attention to a query in my former article, viz.: "If a wheel of a given size revolves twice in being rolled once around a wheel of the same size, will a wheel half as large as the stationary wheel revolve four times in being rolled once around the stationary wheel?" To be more explicit, How many revolutions will a two foot wheel make if rolled around a four foot wheel?" If a four foot wheel rolled around a four foot wheel makes two revolutions, will a two foot wheel make four revolutions or a one foot wheel eight revolutions? I hope we shall hear from Mr. Lockwood and others on this point.

Having read the article on "Revolving weights on Locomotives" several times, I must say that I have found certain assertions made in said paper, which it seemed were not yet fully demonstrated as un-

doubted facts, or it would not be deemed necessary to take up the time of a joint committee of two of our most able mechanical bodies, to make investigations and reports in regard to them. As Mr. Lockwood has, however, so kindly promised to show us clearly how and when this hammer-blow is struck, I await his coming developments with all due patience, and promise that his articles and illustrations shall be well studied, and reduced to practice as far as possible, not so much perhaps in the hope of proving Mr. Lockwood in error, but so that we may have a reason to give for our belief in a hammer blow.

About the question of "Fire Box" in regard to the slipping of wheels in rolling around curves, I would say that with ordinary car wheels, on curves with not too short a radius, the difference in the circumference of the wheel at the flange, above that in the center of the tread, is enough to put the outside wheel ahead without slipping either wheel, for in going around curves the tendency of the wheels are to run to the outside, thus causing the outer wheel to run on the largest part near the flange, while the inner wheel will run on the smaller part near the center of the tread.

In common practice locomotive wheels do not have this taper, and even if they do have a trifle at first the constant abrasion soon wears it down, and makes the smallest diameter next to the flange. These wheels will have to slip in rounding curves, and I think "Fire Box" will find that it is the inside wheel which is slipped (back as it were) for he will hear that the grinding noise made in going around curves always seems to come from the inside wheel. This is no doubt correct, for in going around curves the most of the weight is thrown on the outside wheel, giving it more adhesion and thus making it the strongest of the two, and powerful enough to compel the inside wheel to accommodate itself to the motion of the outside wheel.

Having thus given my views let us hope to hear from many more so that from "a multitude of counsellors" many may gain wisdom. *Vulcan.*

MARQUETTE, MICH., June 6, 1886.

MESSRS. EDITORS: Will some of the numerous readers of the Magazine answer the following questions: Freight train No. 4 is due to arrive at yard A at 5:45, but arrives there at 5:40, and not having the train under control collides with yard engine in yard limits, yard engine being unable to get out of the way. There is a time-card rule that all trains arriving or leaving yard A will look out for yard engine within the yard limits. Who is responsible for the accident? *A Member.*

MESSRS. EDITORS:—In my last article, page 283 of the Magazine, I stated, "In my next article, I propose to straighten out circle A, and make that the *track* in a plane, and show the movements of B upon it, in a line with that plane, and illustrate by that several other propositions." In explanation of the illustrations I wish it understood that A and B of the former "Locomotive Puzzle" have been *straightened out* and now become *planes* instead of *circles*. A being the lower or *stationary* plane and corresponding to A in the puzzle, while B is a *moving* plane and takes the place of B in the puzzle.

Fig. 1. The following illustration shows a double rule, with a series of curved lines corresponding with the gear of puzzle cuts A and B. I make mine of tough card board, and the scale is twenty inches in length, clamping ten thicknesses together, run a fine jig or bland saw through them, following the gear line, and you have A and B of the puzzle in a plane.

Fig. 2. Shows the separate planes. The dotted points are tacks to hold the bottom plane, A, stationary; the upper, heavy black line is a slot cut in the card board, through which round headed screws are passed and inserted into the board to which A is fastened, they act as guides to B when moving in a plane with A.

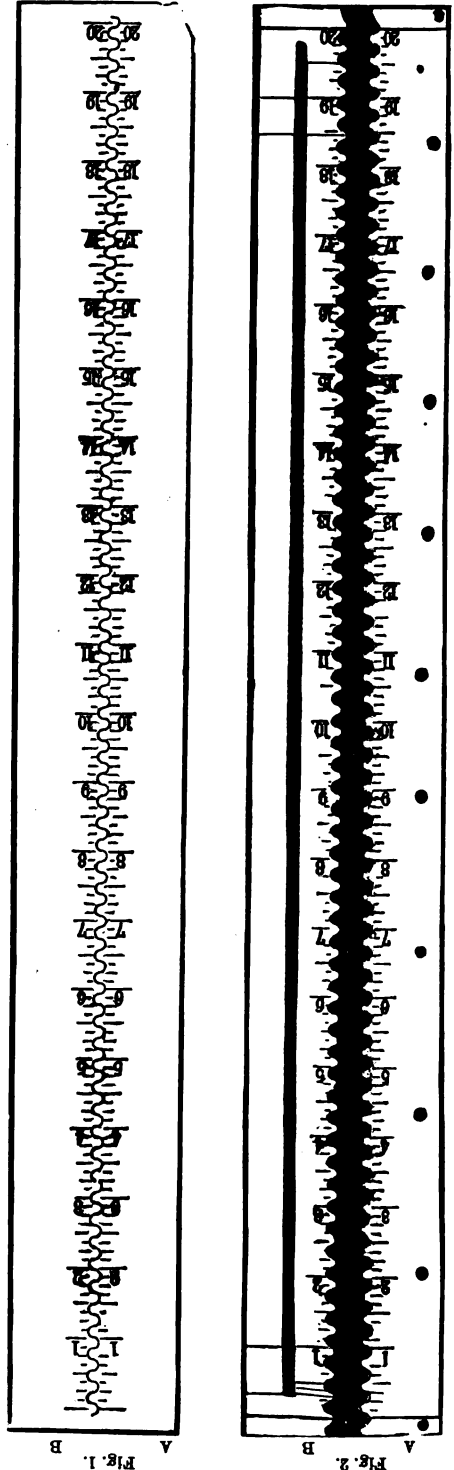
Fig. 3. Show plane A and slotted B in A plane, also A in a circle, with dotted lines A, B, C, D, E, F, the first three are the lines of the counter-balance, D and F the upper and lower crank pin lines, E the center of the axle.

With these illustrations and explanations another *mechanical puzzle* is in order, and as "Eccentric" commenced this thing, I address my inquiries to him, but this does not mean that any other of the Brotherhood are barred from answering. I should like as many answers as possible.

Place the geared circle, A, in the straight line of the commencement of the inch in the geared and stationary plane, A, move the geared movable plane, B, to the left, so that the right hand limit of the slot is in a vertical line with said limit, insert a round headed screw, (the round headed screw, having a flat surface underneath, makes the better guide,) and make one revolution of geared circle, A, or until dotted hole, A, is again in contact with the rail, then say *how far* the geared moving plane, B, has moved.

When "Eccentric" answers this I will answer another of his, "A Few Problems."

William E. Lockwood,



WATERLOO, IOWA, April 12, 1886.

MESSRS. EDITORS: I was visiting a friend of mine who takes your Magazine and he called my attention to Mr. Lockwood's "Mechanical Puzzle;" also to "Eccentric's" solutions. I differ with him on the "second" that "the revolving wheel B turns *once*."

We will make A revolve on its centre. Whilst B is held rigid, with the arrow pointing in one direction and passing around A, you will find that A makes *two revolutions before the points of the arrows meet*, or, in other words, place A on the end of a shaft. In the center of B is a crank-pin. From the shaft A to pin in B we will have, as it were, a crank which revolves loose, both on shaft and pin, to keep the wheels in gear; we next bolt wheel B rigidly to a connecting rod, the opposite end attached to a piston rod; whilst B is making a *single revolution* you will find A makes *two*.

I will say further by taking two mitre wheels and placing them in the position in which they run, B will make *but one revolution*; but lay it down on its back and allow the points of the teeth to mesh and it will make *two revolutions* going around A. How is this?

J. Bingham.

WOODBURN, ORE., May 10, 1886.

MESSRS. EDITORS: In answer to the request of "Fire Box" in the May number of the Magazine, I would state that the wheel on the inside of the curve slides backward. If when "Fire Box" is riding on an engine slowly around a sharp curve he will watch the inside rail after the driver has passed over it, he will notice the bright spots on the rail where the driver has slid backward.

Respectfully yours, Webfoot.

A NEW invention, now being put on the market, is a headrest for travelers. It consists of a plush cushion hung upon strong white wires, and made so that it fits over the top of the seat back. Upon this soft, shapely cushion the tired traveler may rest his weary head without getting cramps in the bones and stopping the circulation in his veins, as is invariably the case when a man "scrooges" down into a car seat in order to rest the back of his head upon the upholstery. The contrivance can be taken apart in half a minute and packed away in a grip or coat pocket.

ACCORDING to Mr. Edward Atkinson, railway property now constitutes one-fifth of the accumulated capital of the country, gives employment to 650,000 people, and moves 400,000,000 tons of freight annually, one-half of which is fuel and food, and so cheaply that the Massachusetts mechanic can now procure the transportation of a year's supply of food from a distance of 1,000 miles for the proceeds of a day's labor.

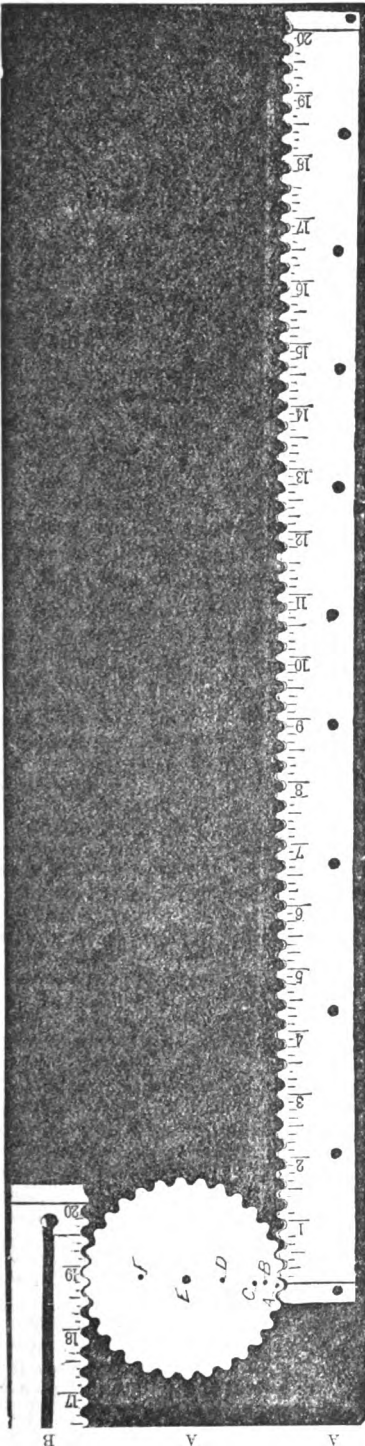


Fig. 8

Woman's Department.

EDITED BY IDA A. HARPER.

MORE ABOUT HOUSEKEEPING.

I have been somewhat disappointed that after two months notice only one letter should have been sent in on the subject of housekeeping. Many letters have come on all other topics but this one, in which, one would suppose every reader of the Magazine was especially interested. Almost all women can talk upon this subject for it is one with which most of them are familiar. Perhaps it is because of this very housekeeping that those of our writers who would be the best authority, cannot find time to prepare their experience for publication, for it is an inexorable mistress. Some duties may be put aside occasionally and attended to afterwards, not so those of the household. Each day brings a certain programme of work and if it is neglected it takes all the rest of the week to make up for this neglect. Doubtless many of our readers while going about the daily round of tasks have thought out most entertaining treatises on the subject of housekeeping but they have not been able to command the time it would require to put them on paper, and the Magazine is thereby a loser. How fully can the writer of this article sympathize with them. If not bound by an ironclad contract to furnish so much per month, she would probably never write a line. She would always intend to do it, but when every detail of housekeeping was attended to there would be no time left for literary pursuits.

There has always been an impression that all women are born housekeepers. It has never been supposed that all men are born mechanics or professionalists. It has always been the custom for boys to choose their calling in life, but women were foreordained and predestined to be housekeepers. True, that of late years they have begun to jump the fence and seek new pastures but to many minds it seems to be flying in the face of nature for a woman to get out of her "sphere." It is probably a fact that women are more attached to home and home life than are men. They love its comfort and seclusion. To get a nice home is generally the object of a woman's life and even if she be engaged in business she is generally looking forward to the time when she shall possess a home. One rarely finds a working woman, whether her salary be great or small, who is willing to spend her life in a boarding house or hotel. That all women desire a home is an accepted fact, but that all women are fond of housekeeping is open to question. Until

recently it has not been customary for them to do anything else and naturally there was much rivalry as to who excelled in the domestic accomplishments, and perhaps women as a rule took more interest in household affairs than at the present day when they are engaged in hundreds of other occupations.

It is probably a mistake to assume that all women are fond of the details of housekeeping. The majority, if they could avoid them without sacrificing all the comforts of home, would be very glad to do so. There is not a woman who really likes the drudgery of housekeeping except as a means for an end. They are willing to sweep and dust and scour and scrub in order that the house may be clean and neat. They endure to stand over the stove and bake and broil and stew and fry so that the family may be well fed and nourished. They submit to bend above the wash-tub and ironing board because thereby the members of the household may be arrayed in fresh and spotless garments. Women do these things cheerfully and faithfully because of the love they bear to husbands and children and the pride they feel in a well-kept home. But to say women love these tasks simply in themselves is absurd. If they could get some one to do them exactly as they ought to be done, they would very gladly shift the burdens or part of them and find leisure for various pursuits more congenial to their taste. The weary housekeeper longs for so many things that are impossible to her because of the ceaseless round of household duties. They have no intermission, no end. As the child upon the floor at play with its blocks builds castles all day long and knocks them down to begin again, so the housekeeper beholds at the close of each day or week the ruins of all her labor, and patiently rises in the morning and begins again. She longs for a little time in sweet communion with her family when toil may be laid aside, to read a book, to write that long neglected letter, to visit a friend, and, oh, how she longs for rest!

Housekeeping is one of the most laborious, most important and least appreciated of all departments of labor. The boy who sells newspapers on the street is a wage-earner, but the mother of the family is not. Without the unceasing, unobtrusive, uncompensated work of the housekeepers, our millions of homes would be an impossibility. And for thousands of years women have accepted these tasks patiently and willingly, not always because they liked to do them but because it was a labor of love, and in this manner they could make their cherished family happy and comfortable. But there is still another phase of this question, another high and holy motive to encourage and sustain the housekeeper, that of a duty

to be performed. As daughter, as wife, as mother, woman's first duty is to her home. Nothing should be permitted to interfere with a careful and conscientious management of the household department. Neither a love of art, literature, society, public life or even religion should take precedence of devotion to the welfare of the family, which is almost utterly dependent upon the capacity of the wife and mother as an industrious and capable housekeeper.

As to the methods of housekeeping, one scarcely feels at liberty to pass judgment; they are so widely different even among the best of managers. There are, however, a few general principles that are applicable in all cases. The most necessary thing in successful housekeeping is system, a time and a place for everything. The same rules that apply to business are equally applicable to the management of a house. Everything from garret to cellar must have its proper place and be kept in it or hours of valuable time will be wasted in hunting for misplaced articles. Housework will be greatly simplified and much more easily accomplished if a certain day of each week is set aside for certain branches of work. In my own experience of fifteen years I have found that the old-fashioned programme of our grandmothers is the best that can be made out: Monday, washing; Tuesday ironing; Wednesday, baking, cleaning silver, cupboards, &c.; Thursday, any extra work and servant's half-holiday; Friday, thorough sweeping and dusting of the whole house; Saturday, baking, scrubbing and putting everything in order; Sunday, church in the morning and rest and recreation the rest of the day. I have followed this outline almost exactly for fifteen years and have been able to accomplish a greater amount of work than I could have done in any other manner. Any departure from it has always resulted in confusion and delay. Of course in all the seven days must be crowded a great many other duties, care of the sick, company, sewing, visiting, shopping, canning, pickling, house cleaning, training of children, and so on, *ad infinitum*, the exact work of a housekeeper cannot be defined.

Another very important requisite of good housekeeping is punctuality, having everything done as nearly as possible at the proper time. The husband who habitually keeps the meals waiting is very selfish and unkind. He disarranges all the work of the day and adds to the many burdens of the wife. Housekeeping is like a great machine where it is very essential that all the parts should work together in perfect harmony. A duty neglected to-day means that much more to do to-morrow, and even with the best of management each day is filled to overflowing. No woman who is bearing and

rearing children should be asked to do without an assistant, except in case of extreme poverty. Men would not attempt so many complicated duties unaided, nor should they require women to do it. Because it has always been the custom should not be urged as an excuse. We are getting rid of barbarous customs as fast as possible and the oppression of women is one of them. Nor should wives themselves, in their desire to economize, attempt individually to do the work of two or three women. It will not pay. The few dollars saved now will be handed over to the doctor in the future. It is a mistaken idea that a husband thinks any more of his wife for making a slave of herself. He grows weary of seeing her always arrayed in her working clothes, tired, fretful and never at leisure. He comes in time to accept her ceaseless toil as a matter of course and alas! too often he turns to a fresher and fairer face. Let it not be inferred from this that it is not a woman's duty to help her husband in his endeavors to care for his family, but there are other ways besides taking the role of a drudge sixteen hours out of twenty-four, unless the most absolute necessity exists. A reasonable husband will not ask it, but there seems to be something about a man's nature which makes it very easy for him to accept a sacrifice that is laid at his feet.

This subject of housekeeping might stretch out indefinitely and it has a very bright side which makes all its disadvantages not only endurable but pleasurable. There is no comfort on earth like that which one experiences in a pleasant home. It is the haven where our storm-tossed ship may find rest and safety. Within its friendly shelter we may defy the criticisms of the world. Even though all other doors be closed against us, here awaits a welcome. Within these hospitable walls we gather our friends and offer them good cheer. Here our beloved children are ushered into life; and every room is hallowed by associations connected with those who have forever passed away. The memory of a happy home is a continual benediction to those who have gone out to battle with the world. O, weary housekeepers, perplexed with cares, although the burdens are heavy, yet the recompense is great, not in the far-off future and in another world, but even now, day by day, do you enter into your reward.

"A FIREMAN'S WIFE" writes from Galesburg, a complimentary notice of a sociable and the presentation of a handsome banner by Miss Alexander, to Progress Lodge No. 105. After describing the very pleasant time they enjoyed, she takes occasion to suggest to the sisters that hereafter they be more liberal in their supplies of cake on these occasions. The men contribute lavishly their share of refreshments, but the ladies do not, and she advises that they be a little more generous in their donations.

IS HOME WHAT WE MAKE IT?

WASHINGTON, IND., May 19, 1886.

To Woman's Department:

This is a subject that I see written upon in the April Magazine by "Enoch's Wife." "Enoch's Wife" says: "I have found out in nearly five years of married life that riches do not bring happiness." Well, I can say I have an experience of nearly twenty-three years and I will try and answer some of "Enoch's Wife's" questions as she draws her pen picture. "Husband is a good provider, and a kind man." Bravo! Two good qualities; "But he never forgets he is the head of the house." My dear woman, never let him ever wish to do so, let him be, or at least think he is, head of the whole concern; when he forgets this he loses his self respect, then good-bye all hopes of happiness. "He was born tired." Well, poor man, if he were not born tired, the hardships he has to contend with (and of which we know nothing) would soon make him tired, and if he has a wife who wishes to complain of every little trouble, he will soon be tired of life altogether. Now, as to dinner. Why should the little woman, or big one either, wait at all? I do not write from what I think, but what I know by actual experience. I am the mother, not of three, but of six pair of hands, one pair lies still and cold in the city grave yard, the other five I have with me yet, thank the Almighty, yet neither I nor they ever waited a meal, till it got cold; we have always enjoyed our meals together. This is easily managed with practice and patience. Well, as to hired help, ten to one they are more plague than anything else; if they are remarkably good, you stand in danger of losing hubby's affections—this is what I always thought and never tried them, except in sickness. I also found it the best policy not to worry hubby about grocer being late, or coal that was left in the snow. I found it better to get a supply of coal into shelter. A little woman is certainly not doing her best by worrying her husband with troubles that he can no more help than she can. "Oh," but you say, "Mr. J. has clean work, which gives you more time." Decidedly not, he is a coal miner, yet in his whole twenty-three years of married life, he has not had to get his own wash-water, polish his boots or order provisions for his family; in fact he has no idea of what is needed except in footing the bills. If the fire would not burn, if the yeast would not rise, he never knew it. While the children were small, I was kept very busy. Mr. J. has never paid out one cent for needlework of any kind, even his hunting suit (he is a great hunter), I made myself, neither has he paid for washing (except as I said, in sickness,) he was never bothered with house cleaning, and if I wished to move, he generally found pressing business twenty miles another way. I have often sat up tho' till the wee' sma' hours, making or mending. Hubby loves music and I always found time to play his favorite airs on the organ, or read him some interesting story, while inwardly I would be thinking how to make over Annie's summer hat, or if Johnny's shoes would last him a little longer. To-day I feel amply repaid for all my trials and troubles. I have two young daughters, sixteen and eighteen, who take nearly every burden off of me, a son yet older, who

helps mother all he can, two dear little boys, eleven and seven, who think they help a great deal, but generally succeed in hindering. Mr. J. is alive and well and can testify I have written the truth, yet I am no giant in size or strength. I wear a No. 2 shoe and weigh 115 pounds, but where there is a will there is a way. Now, dear reader, try the above plan and you will feel surprised how easily you will find it work. Of course men have faults, I never read yet of a man with an angelic record, (except in a grave yard,) Don't you know the old adage, "Men, they have a hundred faults, Women have but two; too much they always say, too little always do." Men have to toil for us and sweat for us, and sometimes curse us, but, God bless them, who would do without one if she could get him. Don't let us have all the pity for our own sex.

While I write I have been notified that the B. of R. R. B's have just done me the great honor of naming a new Lodge at Chattanooga, Tenn., after myself. This is the benefit of not being too hard on the men. I only wish I were more deserving this honor, but any way, God bless our railroad boys.

Mrs. Henry B. Jones.

To Woman's Department:

BONHAM, TEX., April 10, 1886.

As my husband is a subscriber to your valuable Magazine and also Master of Lodge No. 243, I thought I would write you a short letter, and hope you will not consign this to the waste basket, as it is my first attempt. I fully agree with some of our writers in saying our men are a grand and noble set of men. My husband being an engineer I have a perfect right to know. According to my opinion they are among the best and bravest, ever ready to respond when duty calls them, and O, the danger to which they are exposed! Yet they never think of themselves, always the safety of others. What anxiety we often feel when they are absent, and with what pleasure we await their coming! I echo the sentiment of "An engineer's Sister" in the March number, as she says, "Always encourage them at every opportunity."

Well, as I said I would write but a short letter, I will close, wishing the Brotherhood the greatest success.

Mrs. Libbie Caudle.

LINDSAY, ONT., April 23, 1886.

To Woman's Department:

If you will allow me a small space in your Magazine, I will venture to write a few lines. I am a fireman's sister and am deeply interested in the Order, The boys of 138, J. Scott, Port Hope Lodge, are a body of kind-hearted men, always smiling and ready to grasp the hand whenever they meet. They have a great number in good standing and seem to be in a very prosperous condition. It is always with pleasure I take up the Firemen's Magazine, and the first thing I turn to is the Woman's Department, but never have read anything respecting that Lodge.

I will close, now, as this is my first attempt, hoping some one will follow my example. With best wishes to all

A Fireman's Sister.

ANDREWS, IND., May 25, 1886.

To Woman's Department:

Having been a faithful reader of the Firemen's Magazine for more than a year, and during that time having seen no communication from the B. of L. F. Lodge in our little city, I have concluded that the light of Robert Andrews Lodge, No. 165, has been "hid under a bushel" quite long enough. This Lodge is in good working order, with rather an extraordinary large number of earnest active members. Since its organization, several of the boys have stepped from the left to the right hand side of the engine, but the majority of such ones are still active members of the B. of L. F. I am the wife of a member of that worthy Order, and understanding as I do the excellent principles which underlie it, I am heartily in sympathy with every B. of L. F. organization. We women, as a class, can manifest our interest for the good cause in a very practical way; that is, by helping our husbands or sons to meet the requirements of their Lodges, especially the financial requirements. It is such a trifle that each one has to pay, yet in the aggregate it is a mighty power in relieving the burdens and wants of many a helpless widow, orphan or mother, rendered thus helpless by the manifold dangers which environ the pathway of every man who follows rail-roading as a business. It seems to me that no woman with one grain of sympathy in her make-up, no matter how selfish in other matters, could read the many letters of earnest thankfulness for benefits received from the noble Order of the B. of L. F., and then give a grudging, pouty consent when her husband has to use some of his, or rather their means to meet the assessments and dues of his Lodge. Let us not forget that "the Lord loveth a cheerful giver," and not only that fact, but bear in mind that a broken rail, a misplaced switch, and many other dangers that our loved boys are meeting every day, may throw us in just as needy a position as any who receive benefits from the Lodge. I read, with much interest, the letters of the numerous correspondents of the Woman's Department, but admire, most of all, the sparkling editorials that are just bristling out all over with good, sharp points which strike right to the heart of the various questions that come under the pen of our editors. Having sent my boy off to work with his lunch pail well filled with bodily comforts, and his heart filled with a true love for his home and wife, I thought I would run over and drop into your "sanctum sanctorum" and listen a little while, then "make my bow" and retire, but I found it delightful and warm there this cool evening, and have stayed longer than I intended. But, asking pardon this time, I promise not to intrude soon again. But I feel a hand on my arm! Oh! It is "Irene," and she asks me if I am a temperance woman too? That is just what I am. Teetotally and forever a temperance woman as long as there is a life to be blighted, or a home to be cursed by this fearful traffic of human happiness and immortal souls for a few paltry dollars on the part of the man who sells the stuff, and a few drinks of the miserable, useless liquor on the part of the man that drinks intoxicating beverages. With best wishes to all, I remain, yours most truly,

Lucille.

KANSAS CITY, MO., May 22, 1886.

To Woman's Department:

Will you open the door and let a friend come in? I have watched long and anxiously for a letter from K. C., but "mine weary eyes" have never been gladdened by the sight of one, so I come to try and raise 74's reputation. I was glad to see "Irene" back again, in spite of the terrible letter that she wrote; but "Irene" I don't intend to scold you for it, for I think that you must see your mistake now. K. C. is booming, of course, and a person stopping here who had not heard of the terrible storm which visited this city on the 11th would never think that there had been a storm here, so energetic were our people in clearing away the ruins. We are building so fast now that the brick makers can not furnish brick fast enough. We are paving our streets and getting the city cleaner than it ever was. Nor are we lacking in fine residences, for we have some "lovely" ones. One house, owned by a former cattle king, and situated in the eastern part of the city will cost \$100,000 when completed. And Oh! our cable roads! If you listen to the real estate men you will soon get the impression that cable roads are to be built on every street in the city; but this is not so, we are to have only four more besides the elevated road. Now that the old court house is destroyed we are to have a large new one, for which we devoutly return thanks, I assure you. Another thing K. C. is not lacking in is places of amusement. We have two opera houses, a place called Music Hall, which is for everything almost. Dramas are played there. It is rented out to societies to have their balls in, and our home talent have concerts there quite often. Last, but not least, is the dime museum, where everything under the sun is exhibited, from the mammoth fat woman down to a horny toad, and where all the old plays that can be raked up are put on the stage and murdered. I guess I have said enough about Kansas City. No. 74 is thriving, it could not do otherwise with the crew of men it has, for there never was a better set of boys living than this same crew. It is funny, isn't it? but a large number of the boys have red hair, and when a lot of them are standing together, it looks as if their heads are on fire. I guess our boys believe in unity outside of the Lodge as well as in it, for a good many are going to be married this summer and next fall. Good for them. Now if you don't put this in the waste basket I may write again.

Lillie.

For the Magazine:

ACROSTIC.

Could I thy destiny control
And hold thy future in my hands,
Reward with poverty, o gold,
Render to thee rags, or lands;
I'm sure my only joy would be
Engaging every good for thee.

Angels to guard I would design
Rejoicing from the courts of joy;
Nay, then thy heart I would refine
Of all unpleasant dark alloy:
Like unto polished gems in gold
Dear one thou, never should'st grow old.

—L. A. T.

FIREMEN'S DEPARTMENT.

Correspondents must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

**LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.**

JULY, 1886.

DICKINSON, DAK., May 8, 1886.

Editors Locomotive Firemen's Magazine:

The May number of the Magazine is at hand and I find that Mr. Phelan's letter in the Journal of the B. of L. E. has created quite a stir. I read the letter myself at the time, but could not find it to the point or called for at all. Personally I am prejudiced against Mr. Phelan on account of the letter he composed on the occasion of the retirement of M. M. C. Quinn in which he actually kicks a man that was down.

The B. of L. E. have lately had a tendency to isolate themselves from other labor organizations in order to avoid possible complications that might arise by their members belonging to different bodies of workmen. This was done in the interest of their own self preservation and that of their members. Certain actions of theirs might be construed into hostilities against the B. L. F., but I am satisfied that this was not the motive.

The old song of the devotion of the firemen to the engineers is certainly getting monotonous and one-sided and I should have liked to hear also of some devotion on the side of the engineers to the firemen, which has become since last fall an impossibility.

Knowing the material the B. L. F. is composed of and aware that they are honest, intelligent men of independent thought, any hostile machinations on the side of the engineers against the firemen would be so very cheaply bought and perpetrated with so little risk as to be all the more despicable. The engineers know only too well that the firemen helped them more than any one or anything else to attain the power and influence they enjoy at present.

"Cosmopolitan" mentions the last schedule of wages between the engineers and the management of the N. P. R. R., which was another move towards self-preservation on the part of the engineers, their salvation being that the company would refrain from promoting firemen as long as they could procure experienced runners at the same wages. A B. L. E. engineer on this, the Missouri Division of the

N. P. R. R., not long ago made the remark that he would sooner work sixty days a month than see another fireman promoted, which fully illustrates the feeling of some engineers in reference to our promotion.

Nevertheless, I am fully convinced that the firemen along our line see more grievances in this action of the engineers than there is reasonably any cause for. A large number of the engineers out of employment have from various causes acquired such unenviable reputations that no company would give them positions. As the construction of railroads is keeping on, new places are created for the good men. Furthermore, although wishing each member of the B. L. E. a long, successful life, they are the oldest and the places of the retiring have to be filled by younger forces. Thus, if promotion from the ranks might be retarded, it is positively sure to come. No person can deny that through the prosperous years between '78 and '83 promotion was too rapid, and sure to create a surplus of engineers. As nature's law strictly demands a reaction on every excess we might as well go through it now as later, whether through the efforts of the B. L. E. or without, it was sure to come any way.

The main cause of the present dissatisfaction with-out doubt lies in the fact that in the past the firemen have relied too much, if not altogether, on the engineers, whose support they are now deprived of through the endeavors of the B. L. E. to isolate themselves. In my estimation there is not any visible reason why the B. L. F. should not be strong enough in numbers, intellect and all other requisites to paddle their own canoe, keeping indifferent towards the B. L. E. as well as other organizations. "Cosmopolitan" complains about engineers getting passes over this road while firemen do not; the cause is simply the engineers asked for the favor, the firemen did not. Abandon the guardianship of the engineers and let us all work industriously for the welfare of our Order.

As said before, certain measures of the B. L. E., caused by a desire to help their own members and their Order, cannot help but collide with the interests of the B. L. F., at least temporarily, but my honest opinion is that actual hostilities against us are out of the question. As "Cosmopolitan" rightly claims, some short-sighted, ignorant members of the B. L. E. might eventually try to wrong members of the B. L. F., but such scoundrels will soon be set to rights by the prevailing honest members of the B. L. E.

I want to advise the members of our Order that it is my belief that the B. L. E. are at present only experimenting, and are fully conscious that their experiment might turn out more costly than any one can foresee at the present time.

In any event, as there never existed an actual union between the two Orders, a breach, in the sense of the word, could not possibly occur. What Mr. Phelan pleases to term a "breach" is in fact a lack of co-operation.

So I should wish that all the members of our Order keep their heads cool and not form any rash prejudices, also strictly avoid the danger to blame the misdeeds of the individual on the whole.

As we have not had the honor of a visit from any of our Grand officers for quite a while, I should think much good could be accomplished by some one of them taking a tour into this region of the grand Order of the B. L. F.

Fraternally,
O. A. Dorskey.

BUFFALO, N. Y., May 25, 1886.

Editors Locomotive Firemen's Magazine:

A frightful accident occurred on the N. Y. C. & St. L., on the morning of May 10th, by which Bro. C. Raynor of Buffalo Lodge No. 12 lost his life. The accident occurred just outside the yards at Conneaut on the western terminus of the Buffalo Division. An east bound train had just started when Bro. Raynor caught the side ladder of one of the cars and climbed to the top of the train. He proceeded to the front of the train until he arrived at the third car when he made a misstep and fell between the cars. The entire train passed over him, and he was fearfully mangled. Bro. Raynor was an exceptionally fine young man and will be missed by a large circle of friends. His home was in Erie, where the parents of the unfortunate young man reside. They have the sympathy of all in their great loss. The funeral was attended by members of No. 12 and No. 206. Buffalo Lodge extends thanks to Black Diamond Lodge and to the several members of Conneaut Division B. of L. E. for assistance rendered at the funeral. The sincerest sympathy of all our members is extended to the parents, brothers and sisters of Bro. Raynor. He lived a pure life and we have no doubt he is now in that realm where virtue has its sure reward.

J.

EAGLE ROCK, IDAHO, June 1, 1886.

Editors Locomotive Firemen's Magazine:

On the evening of May 12th, a severe accident occurred three miles east of Dry Creek, a small station on the Utah and Northern railway in which Bro. Azro Keach had his leg crushed below the knee; he lingered three days and died. He fought for life bravely and did not give up until a few hours before he passed away. Bro. John Gorman was at his side during the short period he lived and says he could not believe, had he not seen, a man could retain the coolness Bro. Keach displayed. When the wreck first occurred, Bro. Keach heard Bro. Geo. Oram hobbling by—he asked him if he was hurt. Bro. Oram answered that he was, but not seriously, and returned the question. Bro. Keach replied very coolly: "Yes, I've lost a leg." They at once brought a light and found he had taken his handkerchief, tied it around the leg and had taken a stick and tightened it to stop the flow of blood. When he was taken through Eagle Rock on his way to Ogden hospital, his wife met him to accompany him, and as she came in the car she could not withhold her tears. Bro. Keach called her by name and said: "Do not cry, I am better than ten dead men, yet." In talking with him he seemed to be in the best of spirits, and we little thought he would pass away so quickly. But we learned that it was from the love for his dear ones, and his iron will that he appeared in such good spirits so his family would not become disheartened. He leaves a wife and two little children to mourn his loss with us.

Mr. James Clark, son of Ex-Master Mechanic Clark, and an old runner on the main line of the U. P. was instantly killed. He was not a member of our noble Order, but had often asserted that he would like to be one of us, and would as soon as he could. He was only nineteen years of age and was a favorite with all, always gentlemanly and polite, with a kind word for every one. He was firing for Bro. Geo. W. Flood, who was badly scalded, but we are glad to learn is doing splendidly in care of Bro. Ed G. Leaf, who is with him at the hospital. Bro. Geo. Oram is around and will be ready for duty soon. Bro. Wm. Purdie, of Lodge 178, was badly shaken up but received no injuries. Engineer B. H. Chapman, of the B. L. E., Div. 261, escaped with only a few bruises, as did Brakeman Hewitt.

The cause as near as we could learn, is as follows: Train 618 was coming south, and at Dry Creek was to meet train 613 going north, 618 headed in on side track and as there were some twenty cars on the track coupled in sections, they coupled into them—there were eleven cars of steel that in coupling started three cars in one lot, and eight in another, down a heavy grade. There were no brakes on the cars and Brakeman Taylor by name, had just been employed, and not knowing the grade, opened the switch and let them on the main line to save them from going in the ditch. They started at a fearful rate meeting an extra, west, pulled by three engines, with the above results.

M.

PHILADELPHIA, PA., May 10, 1886.

Editors Locomotive Firemen's Magazine:

On Sunday April 18, United Lodge No. 60 and Lafayette Lodge No. 293, paid a friendly visit to Delaware Lodge No. 231, at Wilmington. The Committee of Delaware Lodge, consisting of Bros. W. Lytle, Thomas DeCamp and E. J. Gordon received us at the depot and escorted us to their Lodge room, where we inspected their new regalia, after which we were shown various points of interest of which Wilmington has many. We also took a walk along that historic stream, the Brandywine, after which we were escorted to the Clayton House, where dinner was served to which we did ample justice. After dinner we attended meeting and assisted in initiating three new members, who I think will remember our visit. They may be proud to belong to such a Lodge. After the meeting the committee insisted on us partaking of supper at the Clayton House again. When supper was over we were again taken through the city and escorted to the depot in time to take the 7:10 P. M. train for Philadelphia amid waving of handkerchiefs. On the train the principal topic of conversation was the generous and hospitable reception given to us, and I assure you, dear editors and the brothers of Delaware Lodge, that the visit and their kindness shall long be remembered by the visiting members. I wish that this pleasant duty had fallen on some brother more capable of doing it justice. Bro. Bodey was to have written about the visit, but unfortunately he is laid up with malarial fever and unable to write, so he desires me to act as a substitute for him. You will please excuse this the first attempt of

Yours fraternally,

X 10 U 8.

NEW YORK, May 12, 1896.

Editors Locomotive Firemen's Magazine:

Just having finished reading the May number of the Magazine, I have been particularly interested in the article written in reply to Mr. Phelan. But in the same number I see a number of letters from those who think they know all about it, but they can safely be placed in the same column with Mr. Phelan. One mentions a strike in New York City on the Elevated Railroad, when there was no such thing that I know of, and I think that I would have heard of it if such a thing had taken place. Another says that we ought not to have stood by the engineers as we did, but should have said: "Now, Mr. Engineer, when you do so and so, we will stand by you, and not till then." Imagine us telling them what we wanted them to do a year hence, when we wanted to know how to settle this case as soon and as easily as possible. And we settled it to the satisfaction of all parties concerned, and the engineers did not take us under their "wing" either; but their whole grievance committee attended a meeting of the firemen, and read their list of grievances to them and left it to them to decide whether they would stand by them or not. The list suiting them, they did stand, with what effect, is known in this city, if it is not known away out in the wilderness. And there is not a move made nor change contemplated without the firemen are first spoken to on the subject. This is as it should be, and as it would be if the firemen were only possessed of sufficient self-reliance all over the country to go to the engineers like men and say, "We are going to do this and we want that; will you try and help us to accomplish our purpose? If they did this, I am confident the engineers would never refuse, for as long as your requests were just they would not dare—if they did you would know how to govern yourselves in the future. This is the secret to the whole thing, but instead of doing this, they go around saying the engineers have got this and the engineers have got that, and they do not care a cent whether we have anything or not, when, in fact, they really do not know whether they (the engineers) do care or not. Now this is the way we do business, and we have yet to be refused. Now for the "breach" that Mr. Phelan speaks of, where does that exist? It certainly does not exist around here, and the two "B's" are said to be more solid out West than they are in the East, so where is it? have been around here for a couple of weeks and have not heard—(but I should not have said *heard* for I have *heard*) but have never known of it yet. But as there are several "breach" cranks floating around the country, I suppose it is merely the outgrowth of their diseased brains. Now if Mr. Phelan would only visit this city we would introduce him to some of the members of both Brotherhoods, we would show him all the streets and houses we have in this village, and send him back to Brainard a more enlightened man than when he came here. Then he could instruct the rest of the natives in and around his immediate vicinity, so they in turn, would be benefited by his knowledge.

Now for the party who objects to the constitution and by-laws of the B. of L. E.: If he or any other

member of the B. of L. F. does not like the said constitution and by-laws, I should advise them not to join the B. of L. E., but take and put into force, that much hated but very effective system of "boycotting," even though the leader of the B. of L. E. does call it a system of blackmailing. It is just as fair for the B. of L. F. to "boycott" the B. of L. E. as it is for the B. of L. E. to "boycott" the B. of L. F., for that is just what they have done. They have got to recruit their ranks from the young men who made engineers, and if their laws are objectionable to these young men, let them refuse to join on that account and then they will soon change their tactics. If there are any "good old engineers" who attend the B. of L. E. conventions, who are not aware that such an organization as the B. of L. F. exists, why they will never find it out any sooner or better time than now. Now, I do not pretend to say that they should mix up with every labor organization, but I do say that they should make an exception in regard to us, the members of the B. of L. F.

It is no more than right that they should, and by so doing they would be fulfilling one of the mottoes which they have emblazoned upon the charts of their Brotherhood, "Do unto others as you would have others do unto you, and so fulfill the law."

And now, Messrs Editors, in closing I would like to say that, as this my first, and in all probability my last letter to you, I most certainly hope you will give it space in your Magazine. To those who think as I do, I say practice it, preach it, and get all you can to do the same. To those who do not think as I do and do not like what I say, I say "no offense," and hope they will take it as the fellow did the kick from the mule, and consider the source from whence it came. And assuring you that should any of our brothers come this way they will find us "Just in Time" to do all we can for the elevation of our beloved Order. Hoping to see my views come about, and this argument settled to the satisfaction of all parties concerned, and the 16,000 members of the B. of L. F. made 16,000 friends to the B. of L. E., I remain,

Yours fraternally,

Empire.

WINSLOW, ARIZONA, May 19, 1896.

Editors Locomotive Firemen's Magazine:

Pacific Lodge, No. 173 is still in the land of the living with some forty odd members in good standing and more waiting to join our ranks. I am glad to see our boys making progress to the right hand side; our Secretary, Bro. F. M. Armstrong has been running for the last six months and has been very successful.

Bro. J. E. Richter has been running the goat in the day yard and Bro. J. A. Pritchett at night, with Bro. H. Heide as day and Bro. Geo. Cook, as night hostler.

We have experienced several severe wrecks on our road lately, in which there was a complete loss of four engines and one man killed, Fireman M. C. Mills. He was not a member of our Order as he had not fired the allotted time to permit him to join.

Hoping this will not fall heir to that dreaded waste basket, I will sign myself,

A. and P.

LARAMIE, WYO., May 16, 1886.

Editors Locomotive Firemen's Magazine:

Black Hills Lodge, like all her sister Lodges, should occasionally appear in the Magazine, so I make an attempt with feelings of pride. I can say that a better governed Lodge is hard to find; our officers and members being of good material. Much credit is due our worthy Master Wm. Ritch, who conducts our Lodge with the best of judgment, thereby gaining the good will of all the brothers. He is the right man in the right place. Our able Financier Wm. Konold, is unsurpassed in his position. Owing to the large membership of No. 86, it was deemed necessary to have an assistant Financier, Andy Cloughly being the chosen one, who is also giving satisfaction. Last but not least comes our worthy Past Master and Magazine agent. When in meeting his wise counsel is heeded and always proves beneficial. As Magazine Agent, Bro. Roth certainly ought to be eulogised, having secured as many subscribers for our Journal as one man could in the locality. Since the last contribution from No. 86, many of our boys have married.

A brakemen's strike recently took place in this locality, being a local affair, terminated in the space of four days in favor of the railroad company; hastiness is often regretted, but not until it has reached its bitter end. I'll admit that the result of rashness has in the past been experienced by every one of us, but we have the consolation of knowing that our noble Brotherhood never falls in her struggle for the right.

Fraternally yours,

Straight Stick.

MEDICINE HAT, N. W. T., April 22, 1886.

Editors Locomotive Firemen's Magazine:

I have noticed that there has lately been a feeling among Engineers that M. M.s were making a mistake when they resolved to make their own engineers in the future. One engineer, J. E. Phelan, of Brainerd, Minn., says the resolution is not based on the best of judgment if intended to benefit M. M.s and railroad companies alike.

With all deference to Mr. Phelan I beg to differ with him in his views, and I may state that I can substantiate what I say. West of the Mississippi river where the mercury sinks very low at times, M. M.s are steadily awakening to the fact that it does not pay either themselves or the company to employ migratory engineers.

Wages are higher in the northwestern parts of the United States and Canada than in localities more favored by the clerk of the weather, and of late years it has been customary for engineers to find their way north and northwest in the spring, get jobs running engines and remain four or five months. At the end of the fine weather they disappear and are seen no more until the following spring.

Does it stand to reason that these men take sufficiently good care of their engines to make them desirable employes? and is it to be wondered that the M. M.s are getting tired of men who form what may be termed the floating population, men who appear to follow the tactics of the wild geese? Any one conversant with matters on any of the northern trans-continental railways will fully understand the resolution of the M. M.s.

Who is more fit to look after an engine in cold weather than the fireman who has spent from three to seven years noting down the best course to pursue with the mercury away down in the forties? I maintain they are the men to whom engines should be given. Only give them a fair chance and a tolerably good engine. Don't stick them on an engine in the fall of the year said engine just hanging together and ready for the repair shops, after a hard six months work in the hands of an engineer who only wanted her to last until fall. For an engineer to become a desirable employe he should not travel about where wages are highest and where the sun always shines on both sides of the fence.

No one is better aware than I that engineers are under the necessity of moving about just the same as all other employes, but it is becoming voluntary on the part of numbers of them, and I am pleased to note the resolution of the Master Mechanics in which they resolve to make their own engineers in the future. Although I should not wish the resolution to be ironclad by any means, as there are many instances of worthy men coming along, who are capable in every way and an honor to the Brotherhood and a credit to the company who may employ them.

Trusting you will find space for this in the Magazine, I remain ever yours,

Canadian Pacific.

NORWALK, OHIO, May 11, 1886.

Editors Locomotive Firemen's Magazine:

We have been organized about three years and have now about twenty-six good members. We have had a good many draw-backs, but have bravely weathered the storm and are now on good firm foundation.

Bro. Mitchell has had in course of preparation an exhaustive article for the Magazine, but of late he has been developing his musical abilities to such an extent that I guess the exhaustive article has been laid on the shelf. I saw him going down the Lake Shore track this morning with a bass viol twice as large as himself. He is going to Columbus this week I suppose he will take the big bass viol with him. If Bro. Mitchell was not so deeply interested in music perhaps he would get time to attend Lodge a little oftener.

Brother Johnson is studying theology now, preparing for the ministry. I hear he has done some good work in the General manager's office in behalf of the Brotherhood of Locomotive Firemen on the N. & L. E. R. R.

Our Worthy Master goes along thinking deeply with eyes cast on the ground, wondering how long "Old Jane" his engine will stand the trains he is expected to pull over the road. He does not attend to business as well as he promised in his inaugural address.

Our Worthy Vice is a man that we are all proud of. Al. is a perfect gentleman in every sense of the word. He is punctual at Lodge and untiring in his efforts to promote the interests of the B. of L. F. The young lady in Dalton will never have any cause to regret her choice.

Brother Crane is the life of the Lodge, he is con-

stantly getting off something amusing, keeping every one in good humor.

Six of our members have moved over to the right hand side since we were organized. Brother Fisher went back to the left hand on account of business becoming dull. Brother Fisher went back of his own choice.

We have lost one member, the late Bro. Theodore Rush. He was a good faithful member, and we sincerely mourn his departure from our midst.

We have moved into the elegant new hall of the K. of P., it is a splendid place for our meetings, and here we will extend a royal welcome to all visiting brothers.

Nip and Tuck.

GARRETT, MD., June 1, 1886.

Editors Locomotive Firemen's Magazine:

No. 203 not having been heard from for some time through the columns of our Magazine, I desire to let you know we are still trying to help forward the good work. We have had several additions to our ranks, not only in the shape of new members, but those who have withdrawn from sister Lodges and cast their lot with us. But while we have had these additions I am sorry to say we have lost some of our members, they having grown careless and neglecting to pay their dues, and therefore had to be expelled.

Our esteemed Bro. J. P. Coates, left this place on the morning of the 14th, bound for Chicago. His engine, the 728, was a brand new one, built especially for pulling the limited express. He made the trip between here and Chicago in safety, but on the return trip in the evening, and about thirty miles from home, the engine while running at the rate of fifty-five miles per hour crashed into an overhead bridge which had fallen on the track. The engine left the rail and ran about forty rods on the ties before toppling over. It is supposed Bro. Coates jumped between where they struck the bridge and where the engine left the ties, as he was found there with his skull crushed, having struck his head on a tie. Bro. Coates was one whom we had all learned to respect as a man, esteem as a friend and love as a brother and it was with sad hearts we took his remains to Alliance, Ohio, for burial. We were met by a delegation from Central Ohio Lodge No. 209, and from Smoky City Lodge No. 219, and the good brothers of these two Lodges seemed to vie with one another in making us comfortable and taking as much trouble off our shoulders as possible. We consigned the remains of our beloved brother to their last resting place on the afternoon of Monday, the 15th.

We have tried as best we could as a Brotherhood to be a husband to the widow and a father to the four small children who are left to mourn his loss. May He who does all things well, watch over them and care for them.

During the past few months several of our boys have taken the right hand side and I think if they do not make a success of it it will not be because our excellent Master Mechanic and our worthy Foreman Messrs. B. F. Louther and G. W. Mudd do not take an interest in their welfare.

Hoping you will think this worthy a place in your excellent Magazine, I remain,

Will A. R.

MOBILE, ALA., May 9, '86.

Editors Locomotive Firemen's Magazine:

Alabama Lodge No. 277, has been organized eleven months and I have looked in the Magazine in vain for news from this part of the south, but as yet have failed to see any. I was under the impression that we had some able correspondents among us—perhaps its because their time is all taken up writing to their best girls. At this writing our Lodge numbers sixteen members, and I believe they are all true B. of L. F. men, always ready to assist our cause. Our Master, Bro. Jackson, is the man in the right place, ably assisted by Joe Wheeler as Vice. L. S. Smith takes care of the cash and is always on hand pay days to receive dues and assessments, and he never growls if the boys pay three months ahead. B. Clark keeps our minutes, and his books are a model for any Secretary to copy from. Bro. Moore acts as Past Master, and if there were more like him our Order would be better off. Our members are scattered, there being only seven of us located here, and its very seldom we can get a quorum on meeting day, but we generally manage to have a meeting once a week. Since being organized, several of our members have stepped to the right hand side. Bro. Clark is switching in Mobile, Comer at Pensacola Junction, Crawford at Montgomery, Watson at Pensacola, Fla., Livingston on the P. & A., and H. Moore on the M. & M. Div., with Gore hostling in N. O. Bro. Clark and Adams make regular trips, always on time to St. E. street. Both of them got 'em bad. I wonder why Bro. Crawford comes to Mobile so often. Go in Billy, and win, you have our best wishes, but please don't monopolize both of 'em.

I favor our union meetings, and think they are the means of doing much good, and I would like to see more of them in the south, as our Order is not very strong here, yet, there being very few old time stalwarts to push the cause and infuse new life and vigor into the members of the Lodges already organized.

We are expecting every day to find our G. O. and I. with us, and I can assure John of a cordial reception among the Gulf City boys. I am glad to learn of Grand Master Sargent's convalescence, and hope that he may enjoy good health in the future.

Yours fraternally,

A. Member.

BUTLER, IND., May 28, 1886.

Editors Locomotive Firemen's Magazine:

No doubt you will be surprised to receive a few lines from Eel River Lodge No. 164, who is advancing slowly but surely. Business is very dull at present but our members are all in good standing, due to our efficient Financier, Bro. J. Derck. At our last meeting Bro. Derck was presented with a beautiful chair. Our Lodge was the recipient of a handsome altar scarf, the donors were Bro. Mosshammer and wife. By the way Bro. Mosshammer is our energetic Magazine Agent and he improves every opportunity to increase the circulation of our Magazine. Bro. Geo. Crider has deserted the single ranks and taken a partner for life. The household of Bro E. E. Teal has been gladdened by the arrival of a son. With best wishes I remain,

Fraternally yours,

Reader.

Editors Locomotive Firemen's Magazine :

"Consistency, thou art a jewel;" yea, verily, you sometimes are a very rare jewel, and conceal your brilliancy from the eyes of those whom you ought to most bedazzle. Perhaps, oh, jewel! the fault is not yours, but the eyes, which are "color blind," and fail to catch the glitter of your ray.

Read this: "I brought up in review, on various occasions, when our organization found it necessary to have recourse to the last resort to obtain justice from the tyrannical management of railroads, and in every instance the engineers took care of the grievance of their firemen as sacredly as they did their own. *If they ever neglected their firemen on such occasions I have yet to be informed of the time and place.*"—"Rory O'More," in *Engineer's Journal for April*.

Now read this: "Gentlemen of the B. of L. F., we can run engines just as cheap as you can, and, from our experience, far more successfully, and will certainly get the preference from railway managers. 'Cosmopolitan' cites another instance where the firemen on the N. P. R. R. were not taken care of by the engineers when adjusting grievances. The only reason I can suppose for the neglect is that an organization, known as the Brotherhood of Locomotive Firemen of North America, is supposed to be abundantly able to take care of itself."—"Rory O'More," in *Engineer's Journal, for June*.

First, in your review you failed to discern any such body as the "Brotherhood of Locomotive Firemen of North America, abundantly able to take care of itself," and you labored to impress on the readers of the Journal the fact that engineers *always* took care of firemen, like a father taking care of his children, or a hen herding her chickens.

You challenged information to prove the contrary. "Cosmopolitan" furnished the information, which seems to have had about the same effect on you as flaunting a red flag has on an angry bull. I have no doubt in the world that the Brotherhood of Locomotive Firemen of North America is abundantly able to take care of itself and its interests, to do so now and in the future, but where the interests of engineers and firemen are interwoven, both enduring hardships which it had become necessary to abolish, would it not have been more in consonance with your professions of fatherly care and Mr. J. E. Phelan's reiterated assertions of friendship to allow the firemen to come forward man to man, shoulder to shoulder, and take equal part in the adjustment?

The Chief of one of the local Divisions of the B. of L. E. when reminded by a brother engineer that the proposed and since secured arrangements were unusually hard on the firemen, exclaimed: "Damn the firemen; what do we care for the firemen." Now, when the Brotherhood of Locomotive Firemen of North America seeks to secure an adjustment of conditions most favorable to itself, can any reasonable being censure them if they ignore engineers' interests? They will be only doing unto others as others have done unto them.

"Rory" says I speak "without the flimsiest pretense of a disguise." Certainly, I was educated that way; chicanery, hypocrisy and deceit are foreign to my nature and repulsive to my principles. I made

no attack on you or your Order. I am actuated by no desire to stir up strife or create discord: I am in favor of harmony, first, last and all the time; but your Order and its officers and members have inaugurated a system of ostracism—in some localities it amounts to persecution—of the B. of L. F. and its members that has become intolerable. In the light of existing facts you have had the brazen effrontery to come out in the columns of your Journal and hypocritically pose as our best friends, and assume an air of injured innocence, because "Mr. Debs was trying to create a breach," and disrupt harmonious relations. You must think the Firemen devoid of manhood when you cry out because they did not silently submit to your imputations. What base rebels they are for having the hardihood to defend their honor and the honor and reputation of their Grand officers.

The Lodge room, with closed doors and windows, is not the proper place to air "dirty linen;" in the close confinement of the room we are liable to become infected by the foul fumes exhaled therefrom. Far better to expose it to the "full effulgence of God's glorious sunlight," and have it fanned by the free winds of heaven. You appear flustered because threatened with the tactics of Parnell. Are those tactics such dreadful things? The writer has been made a victim of the tactics of Herr Most by some of your people. Parnell, by taking a manly stand in the British House of Commons, strictly within the limits of the British Constitution and the rules of Parliament, has put a stop to legislation. He has rendered it impossible for England to make a move, or progress in any way until she recognizes the justice of his claim and yields Ireland a native Parliament.

Desperate diseases require desperate remedies. A certain element of the B. of L. E. is at present afflicted with an enlargement of the cranium. In its efforts to be "exclusive" during the labor troubles it has become selfish and tyrannical, even to its natural ally, the B. of L. F.

Your Order has done good work in the past, it is still capable of doing good, if properly handled, but the "Napoleonic head" of your Chief appears to have lost its balance; he has misunderstood his orders, and has the old machine out on the main line, running sixty miles an hour to a certain collision with the B. of L. F., whose orders are "O. K." I am only a flagman: I try to stop him and avoid the impending disaster. Do you catch on to the idea?

You say you can run engines as cheap as we can, etc. No doubt about it; but do you suppose you will be driven to it? Not if you are wise and reasonable, but if you persist in the course you are now pursuing you may be.

The "exclusive" policy of your "Chief" has succeeded in making enemies for you among all classes of workmen; if persisted in it may lead to your destruction. A machinist asked a fireman if, in case the engineers had trouble the firemen would take their engines. The fireman said he thought not, though they would be governed by circumstances. The machinist exclaimed, "circumstances or no circumstances, if there were trouble to-morrow I would take an engine, and take it with a gun, too, if

necessary." "Rory," you are a man of brains, of sense, though you have lost your temper; now be calm and ask yourself "Whither are we drifting?" There is no necessity for any antagonism between engineers and firemen, because there is no branch of labor where the relationship is closer and interests more mutually interwoven. Bringing the two closer together in fraternal bonds is the surest and safest means of insuring lasting harmonious relations.

Meet the firemen half way on equitable terms and reason with them. Let us together discuss the evils of classification, how it is flooding the country with engineers when the supply is already greater than the demand; let us see the object of the corporations in creating this surplus, and the possible future consequences. Let the fireman see himself when made an engineer by classification and coming forward to the front rank to receive veteran pay how easy it is for him to lose his position on some flimsy pretext or other; that, being in the ranks of the "outs," what an interesting time he will have getting "in" again under a classification cursed system. Thus reason with us on this and all other points of interest: help us to improve our surroundings and conditions so as to make our present position satisfactory, and you will find a stalwart auxiliary, and the fireman will have no desire to push you out of your position until his promotion comes in regular legitimate order.

On the other hand, widen the gulf between the engineers and firemen, continue to ostracise, persecute and villify, keep the two Orders separated, have no communication or mutual understanding, and you court disaster. At a distance, the fireman sees in you an enemy, doing all in your power to keep him down, destroy his hopes and smother his aspirations, and he is filled with a desire for vengeance. At a distance you see in him an underling aspiring to push you off the foot-board that he may take your place. Which position is the most desirable, "Rory?" Has it ever occurred to you that both parties are men, remarkable for their common sense, and proverbially practical; then, in the name of common sense, why not come into closer relationship, and in the words of P. M. Arthur, "Reason together." Remember, "Rory," the motto of tyrants, ever "Divide and Conquer." Having created a rupture between the two Orders, the corporations may, in the course of human events, use one as a weapon to crush the other, and then destroy the weapon, and the future historian of the "Rise and Fall of the Two Great Brotherhoods" can soliloquize in the words of Moore:

"'Twas Fate, they'll say, a wayward Fate,
Their web of Discord wove;
And while their tyrants joined in hate,
They never joined in love."

Mr. J. E. Phelan blesses the peace-maker, and couches his reply in very courteous, philosophic language, for which I say all honor to J. E. Phelan. We want peace, we cannot possibly prosper without it, but we do not propose to purchase peace at the sacrifice of manhood or principle. Neither do we propose to keep mum when an effort is being made

to advertise us as promoters of strife and discord when the reverse is the fact. Peace or war, gentlemen, the future is in your hands; we have made our advances and tried to secure peace, any further steps taken in that direction must be taken on your side of the line; on the line we await you.

The olive branch is in our hand
The white flag floats above;
Peace, peace, pervades our myriad band
And proud, forgiving love.
But, oh! my friends, don't you forget,
We're men, as Christians, too,
Prepared to do for *Firemen* yet
What *reasoning men* should do.

Cosmopolitan.

Editors Locomotive Firemen's Magazine:

I have for the last two or three months been a very interested reader of the discussion that has been taking place in the organs of the B. of L. E. and the B. of L. F., and although the machinery department of the Northern Pacific has already had more than its share of it, I would esteem it a great favor if you will allow me a little space in which to comment upon it. It seems to me that the discussion has been too personal, and that it is high time these personalities should cease and principles be taken up. I have just finished reading Mr. Phelan's letter in the June issue of the Journal, and I am happy to see that he is more conservative and willing to be ranked among the peace makers, and I heartily endorse your sentiments, Mr. Phelan, when you say, "The further discussion of it should end in doing good to both engineers and firemen." The June issue of the Journal also contains an ably written letter by "Rory O'More" bearing on the discussion, and all true lovers of an honorable discussion must read it with pleasure for the manly way in which he tenders his advice and for clearly stating his own position. He seems to be anxious to impress upon our minds that all this obnoxious legislation is for the future benefit of the present element of the B. of L. F., who, according to our friend "Rory," will eventually become the B. of L. E. It is, of course, very plain to you that your ranks are recruited systematically from our own, but how long do you expect this state of things to keep up in the face of the bitter opposition that firemen are meeting with from engineers. You inserted the thin end of the wedge in San Francisco and you drove it deeper in New Orleans. All this is less than two years ago, and now see the state of feeling that is existing; what do you imagine it will be in five years more, when, as the years increase, it becomes intensified, which it undoubtedly will. You will always be able to obtain some of our membership, but I am confident you will not obtain the class you will need—the intelligent, who love freedom too well to have their personal liberty interfered with, men who have received many benefits from the Order in the years they have belonged to it, and all men who are "sticklers for principle" will consider well before joining you to follow along in a narrow, close and selfish line of action in these wide-awake progressive times. If you receive in future only the poor quality of our members your Order must naturally begin to degenerate, as you certainly cannot soar any higher

than the rank of your individual membership. Mr. "Rory," do not be too sure that these things will run on as smoothly as formerly. There are objections in your Constitution to B. of L. F. men, and if they cannot see their way to accepting all of this Constitution there is only one alternative, that of staying out, and I think the course of future events will prove to you that at your San Francisco Convention you entered upon a suicidal policy. A writer, under the signature of "Cosmopolitan," has written a prominent letter in this discussion, and asserts that as firemen we do not favor classification, which was recently abolished on the N. P. R. R. I beg to differ with you there; as a firemen I believe in a limited classification. The classification of engineers, I believe, is wrong in principle, and it would be to the benefit of engineers if the practice was abolished altogether. But let us look for a moment at the effect that it will have on the aspiring fireman on this road. The principle of classification is still in use almost universally, whereby other roads are turning out engineers as fast as possible, while here it is totally abolished; the men from other roads can come West and secure places as engineers, while the eligible fireman on this road can go on firing for an indefinite period. When the principle of classification is universally abolished the N. P. fireman will believe in it, but so long as we are to be made the martyrs of an experiment at our own expense and for the benefit of men on other roads in the country we shall not coincide with it. Our philanthropy is not yet worked up to quite so high a degree. The privileges we have enjoyed have lately been taken away from us without asking our advice or consent, and nothing offered in its place. They were in a manner sneaked away from us, and by men's assistance, who have risen to their present positions through the classification system, who, now that they have passed through the door, have used strenuous efforts to close it and say to the firemen, "There are enough of us." The schedule was signed in St. Paul and then brought West, and many of us have looked in vain on the bulletin boards for a copy of it, and some who read the Engineers' Journal have looked there for it. Gentlemen, did you do something of which you are ashamed; why do you conceal that glorious production; why not give it a little of "God's sunlight" if you did take away some of the rights and privileges we were enjoying? To say the least, you might give us a good honest, square look at it, so that there would be less mystery attached to it, and give us a chance to know where we stand both in regard to you and the company. I do not wish to "widen a breach" and would remind you, like Rory O'More, that I am an individual with only my own personal opinions on these things, but I do love a genuine square deal. Why did you not say: Firemen, we are going to curtail some of your privileges, if possible, which you have long enjoyed (stating what they were), and if you are inclined to have something in return to make up for what we propose to take away, now is your time to request it. Then, when the business was brought to a successful end, have posted up in the round house a full and complete copy, and this would have made everything look lovely, all sensible men would have been content, and this

bickering and strife would not, I presume, have found its way into the Journal and Magazine, when one of your esteemed brothers was offering his pledges of friendship to firemen.

Personally, I am sorry to see the state of feeling that is existing, but, gentlemen of the B. of L. E., when you lose the friendship of the firemen, you lose as much of a friend as we do in losing you. When you find out that a fireman is not an animal belonging to the lower order, but that he is a reasonable, thinking human being, and you begin to treat with him on terms of equality with yourself, you will find that you have a "friend that sticketh closer than a brother." Yours fraternally,

Cymbeline.

CHICAGO, ILL., June 16, 1886.

Editors Locomotive Firemen's Magazine:

In your May Magazine I was very much attracted to "Criticising a Critic." I was, indeed, wonderfully amazed when following the article completely through to see how you allowed your pen to alternate from good work done and to be done by the influences of the two organizations of which you are the mouthpiece of one, and myself an humble member of the other. I shall, perhaps, criticise some (what seems to me unwise and even unfair) portions of your article.

Perhaps you are right, and perhaps not. First, I certainly think it absolutely wrong to offer anything that will widen the chasm now existing between the two great factors, Labor and Capital.

Labor must exist with capital; for, without capital, from what visible source would the thousands and tens of thousands of dependent laborers gain their livelihood? It seems to me that it is certainly time to cease advocating the delusive theory that we are not depending upon the vast wealth of our country for (miserable, though it be,) existence.

Economy, methinks, importunes us to be wise, not to be aggressive. True wisdom is not folly, but it is certainly folly to assume that labor can exist without capital. To those who are compelled by circumstances to earn their living by the sweat of their brow, manly, physical labor is not debasing or morally objectionable, but it certainly should receive a just and equitable compensation. "The laborer is worthy of his hire," is divinely taught; it is true that labor creates capital, but were there no capital, what would support labor? It must be confessed that neither one can afford to antagonize the other. Remove either from the market, and what would become of the other? I fear the withdrawal of capital would very seriously depreciate the demand for labor, and the individual possessing the capital would positively exist the easiest during a trial of sixty or ninety days. Starvation would grasp the laborer, while the capitalist would not be very much of a sufferer. There are excellent reasons for us to think there does exist mutual dependency, and it is manifestly true that while one is dependent on the other, the destiny of either is allied to the other.

It seems to me when the delusive picture is drawn from an every day scene, as you have attempted, by placing labor and capital in market as a subject for

sorrowful meditation, you do injustice to the idea of illustration. It is not a sorry sight for the working man to see before him plenty of work. It is not a sorry sight for the laborer to realize that there is in the market a recompense for his physical powers. It is not lamentable for him to know that his dear ones at home are going to be provided for through the investment of his labor with the wealth of his neighbor. How glad we are the picture is only a fancy one; the delusive ideas will soon pass away. What does it matter what terms are used, whether it be "buy and sell," or "hire and compensate."

The price that the article labor may demand must be based somewhat upon the demand and quality or skill, experience and responsibility, the same as a manufactured article has a valuation rated upon its design and finish. If there be no difference in compensating labor, what is there to urge one forward to master his profession? Let it be the common laborer or skilled artisan, it would foster but little encouragement for one to strive to master his profession, or to excel in his special avocation, if he did not surely expect something for all his efforts. It seems to me that the one great aim of our life, *I say our life, for I am a laboring man*, should be to furnish a good article of labor and place a good valuation upon it, and by so doing we would receive reasonable compensation.

Our aims as Brotherhoods should be to infuse into the minds of the members the true meaning of the words contained in our mottoes, looking well into the duties, obligations and principles embodied. We should counsel discretion, advocate justice, and symbolize our respective organizations by examples worthy the responsible positions we are appointed in trust to fill.

Harmony should not be tampered with: our duty to man and the public should be regarded as a sacred obligation. We must not lose sight of the great fact that the public eye is upon us. The public interest of the whole Western hemisphere depends largely upon us for its financial success, hence if we, who are socially, professionally and fraternally associated, do not harmonize, what must be the result? Now then, Messrs. Editors, to conclude with, let us have no more public controversies. I fail to see the just grounds for assaults or criticisms. The firemen of to-day are truly the coming engineers. When we old veterans shall have passed to our long eternal home, I trust that we may be truly and honorably cherished in the memory of those who have discharged their duties on our left. Though the perilous journey must end in time with all of us, may we all feel that while the all-seeing eye of the Creator has constantly been upon us, that in His just and wise Providence a reward awaits us, and that while the good Lord has been with us with His protecting care we have constantly been recipients of His boundless mercy and goodness. Let us henceforth be His true and loyal subjects, living by the teaching of His word, for by so doing we will assuredly be fulfilling one of the greatest cardinal virtues taught in our Order or in the order of divine teachings.

O. F. L.

FOREST CITY LODGE with its present staff of officers is doing excellent work.

For the Magazine:

CHILDREN'S VOICES.

I hear the sweet voices of children,
Sounding clear on the still evening air;
They carry me back to my childhood
When the future seemed happy and fair.

I think of the days long departed—
Of my mother's pure angelic face,
As she hushed me softly to dreamland
Bending o'er me with sweet, tender grace.

One little one flushed and excited,
Walks playfully up to my knee,
And I think of the words of our Savior:
Let the little ones come unto me.

The voices sound sweet in the twilight,
Of these children so blithesome and gay.
Though darkness is stealing o'er nature,
'Tis to them but the dawn of life's day.

Oh, you who are blest with these infants,
Train them up fearless and right.
Teach them to shun life's dark pathways—
Teach them ever to walk in the light.

—M.

LINCOLN, NEBR., April 18, '86.

Editors *Locomotive Firemen's Magazine*:

Last night we were visited by our Grand Organizer J. J. Hannahan. We held a special meeting and Bro. Hannahan gave us much valuable information. We believe him the right man in the right place. Although the meeting was short we were much profited by his visit. He was on his way to establish a Lodge at Wymore, this state. Several of our members will withdraw to join there.

Yours fraternally,

E. F. Shear.

LONG ISLAND CITY, L. I., April 12, 1886.

Editors *Locomotive Firemen's Magazine*:

Thinking somebody might like to hear from 300, I will try and tell our present standing. At our first meeting, held on Saturday evening, April 3, we added two members from No. 3 and one new member to our list. Ten of the fourteen charter members were present, also two visitors from 291 and two from 149. Bros. Ford and Sawyer, of 149, spoke to us very instructively and hopefully, for which all the members return thanks, joining heartily in their hopes for the future. I remain yours fraternally, P. R.

MINNEAPOLIS, MINN., May 28, 1886.

Editors *Locomotive Firemen's Magazine*:

On the 19th of this month Northwestern Lodge No. 82 held their social May party in Harmonia Hall of this city, and to say that it was a grand success would be expressing it in too mild terms altogether.

Bro. Wm. Brennan led the Grand March, and there were about two hundred couple present. They danced until 2:00 A. M. and then retired, all well pleased with the party.

Bro. John Tatam danced so much that he hasn't been good for anything since, he says he does not think he can stand more than one of them in a year.

There were present quite a number of brothers from 270, 61 and 81.

The members of 82 deserve great credit for the way they took hold of it and carried it out.

Half Dime.

Personal.

HELLO, Hannahan! Hello!

WHERE was Lou Fowler when the head-light shone on him? Next.

W. L. NANCE, of Lodge No. 155, has sworn off, but not on the Pittsburg girls.

H. GROVER, of No. 169, wields the gavel with becoming dignity and all members respect him.

WHEATON LODGE No. 242 meets in the Y. M. C. A. Hall and all are active members of the Association.

J. J. LANNAN, of No. 208, is one of our tried and true. He is a Brotherhood man from top to bottom.

BUFFALO LODGE No. 12 still stands at the head and is in excellent condition. So says the telephone.

ONE of the most industrious workers in behalf of the order is W. A. Murphy, Financier of Lodge No. 21.

G. W. MICHEL, of West End Lodge No. 18, is determined to get his Lodge in good shape and keep it that way.

CHAS. KÆPKE, of 305, is the best Financier in "Old Mexico," and takes a back seat for no one in the States.

J. L. CAUDLE makes a splendid Master and the boys of 243 are much pleased with the way he handles the gavel.

THE Big Four (Geo. Auchter, A. L. Jacobs, J. C. Edwards and Frank Dupell) collect assessments from over 1,000 members.

GEORGE L. GEREW, of Lodge No. 237, is not only a first-class Financier but an entertaining and agreeable companion.

FINANCIER of No. 241, please step to the telephone and call up J. J. H. We have a box of alarm candles billed to his address.

PETER LAYNG, the Magazine agent of Lodge No. 195, is doing his best to capture the prize. He knows his business as an agent.

Master Mechanic Meehan, of the Cincinnati Southern, attended the Master Mechanics' convention, at Boston, Mass., June 14th.

D. W. J. MAHONEY, of No. 3, is a whooping, snorting, untamed Comanche when it comes to getting subscribers for the Magazine.

H. DRAPER, Master of Pilot Lodge, No. 124, is a most estimable gentleman, and stands high in the community where he resides.

LOST.—On Sunday, June 13, a pony truck wheel. A suitable reward will be given the finder by Joe Brown, care D. & S. P. shops, Denver.

BRO. SCOTT, of No. 318, and Bro. Beeson, of No. 219, are always on hand when there is work to be done in the interest of the Brotherhood.

OUR Grand Organizer reports the Lodge at Binghamton, N. Y., in a flourishing condition. Bro. Parsons makes an excellent presiding officer.

THERE is some talk about town to the effect that C. W. King, of Lodge No. 28, has been and gone and done it, but as yet we have seen no cigars.

The following firemen were promoted on the Cincinnati Southern last week: Joe Connelly, Martin Chalk, Chris. Smith, A. Hogan and Phil. Smith.

C. C. BUNKER, one of our old veterans, is still in the harness and devotes all his spare moments to the work of the Order. His Lodge is in excellent condition.

WHEN the boys of No. 226 fail to come up with the collateral W. M. Nichol, their Financier, gives them a worse blowing up than the old 25 gave him a year or two ago.

We learn with deep regret of the sad death of the infant son of Brother and Mrs. Collins, of Avon Lodge No. 38, and extend our deep sympathy to the sorrowing parents.

J. E. VAN VRANKEN, Master of 18-K and the members of that Lodge are reported to be earnest workers in the Order and ready at all times to assist in promoting its interests.

BUFFALO LODGE No. 12 has lately added to the beauty of its hall by placing over the door to the ante-room a beautiful painting of a Locomotive. It is a perfect gem and much admired.

F. H. MASON, of Catcus Lodge, was at the union meeting at Marshalltown. He has lost none of his love for the cause but still remains an earnest advocate of the principles of the Brotherhood.

DERRICK LODGE No. 217, is doing good work, with members like Bro. Heeper, who will go thirty-six miles to be present at a meeting and perform the duties of his office. He is sure to succeed.

We are pleased to announce the coming marriage of Bro. Geo. Alger, of Lodge No. 103, to a handsome young lady of Louisville. A host of friends wish them happiness, prosperity and long life.

We are very sorry to learn of the death of Mrs. Dyrud, wife of Bro. Dyrud, of No. 26, who is left with two small children. Bro. Dyrud has the sympathy of the entire community as well as that of every member of 26.

We are very sorry to learn of the death of Mrs. Bertha Shanks, wife of Bro. Marion Shanks, of Bayou City Lodge No. 146. Bro. Shanks has the sympathy of every member of his Lodge and in fact of every one who knows him.

ALL members of the Brotherhood that have occasion to visit Buffalo, are advised to preserve decorum while upon the streets, or Bros. Barry and Sullivan may run them in. We are informed that they are two of the best on the force.

B. L. McALEER, formerly engineer on the Leadville Div. of the Denver, South Park & Pacific Ry., is now pulling the stick on a 160 horse power air compressor on Croton Aqueduct at South Yonkers, N. Y., and the Jack rabbits will have to keep off his time.

BRO. ARTHUR TODD, of Lodge No. 128, went East a short time ago on the pretense of visiting a sick friend but returned with a "Bonnie Bride." His many friends in Glendive, as well as the boys of No. 128, wish Arthur and wife all the joy and success the future can give them.

During a recent visit to Minneapolis, St. Paul and Milwaukee, Grand Master Sargent was entertained by the brothers of those cities in a royal manner, and to each and all he desires to return his sincere thanks. He is unable to recall the names of the brothers who were his guides, but he is under obligations to them for always bringing him safely into port after each trip.

THE wreck in which Bro. Hutson, of Eureka Lodge No. 14, lost his life was one of the most frightful on record. The heavy rains had washed away a culvert, leaving the track undisturbed when the train came along. Engineer Trenaway, a member of the B. of L. E. and Fireman Hutson were killed outright. Bro. Hutson's remains drifted and were found a mile and a half from where the accident occurred. Among the farmers that came to the rescue were the father and two brothers of Bro. Hutson. They wept bitterly upon learning the fate of one they all held dear.

Union Meetings.

DENVER, COL.

On Sunday, June 18, the first of the union meetings called in the Western States was held at Denver, Col. The meetings were held in the City Hall and were largely attended. At the morning session Grand Master Sargent delivered the opening address, which was listened to with marked attention. A general debate followed on the "Good of the Order," in which a large number of members participated. At the afternoon session Grand Organizer Hannahan exemplified the unwritten work and also addressed the meeting at some length, eliciting the most favorable comments. In the evening an open meeting was held, to which members of all labor organizations were invited. At an early hour the hall was filled with representatives of the various labor organizations, including the B. of L. E., O. of R. C., B. of R. B. and K. of L. The meeting was called to order by Bro. W. F. Hynes, who presided with his well-known ability. Addresses were delivered by prominent members of the respective organizations, all of which were listened to with interest and appreciation. We were especially pleased to see our friends, the Grand officers of the B. of R. B., in attendance. Grand Master Wilkinson, Vice Grand Master Neil Sullivan, Grand Secretary Ed. F. O'Shea, Grand Organizer L. C. Foster, Past Grand Organizer Geo. W. Newman and a number of others were present, just having concluded a series of meetings in that locality in the interest of their Order. The address of Grand Master Wilkinson was especially fitting to the occasion and was received with hearty applause.

The meeting was very satisfactory in every respect and will no doubt have good results.

On the day following the union meetings the Union Pacific delegates held a special meeting for the purpose of discussing matters of interest to firemen on said lines and to formulate a contract with the company which would meet with the requirements of the men.

We find the members of Rocky Mountain Lodge No. 77 and Denver Lodge No. 273 up and doing. Our members in that locality are wide-awake and progressive, and in all regards abreast of the times.

SALT LAKE CITY, UTAH.

We arrived at Salt Lake City Tuesday evening, June 15, and were met at the depot by a delegation of members of No. 178 and sister Lodges. In the evening an open meeting was held at the Opera House. The following report of the meeting is taken from the *Salt Lake Tribune*:

"The union meeting of Locomotive Firemen, called by the Grand Lodge to exemplify the features of the Order, was held last evening in Walker Opera House with an audience of about 300 people. The stage was occupied by Governor West, ex-Governor Murray, Judge Carlton, the Chairman, Grand Master F. P. Sargent, Organizer and Instructor J. J. Hannahan, and Secretary and Treasurer E. V. Debs. Back of the stage, against the scenery, was displayed the Brotherhood's ensign upon which was painted a locomotive with the initials, "B. of L. F." above; and below the Brotherhood motto, "Benevolence, Sobriety, Industry."

GOVERNOR WEST

was the first speaker. He said: This audience has met to greet the Grand officers of the Brotherhood of Locomotive Firemen, and to do them honor. I am chosen to welcome them to our Territory, which I do with pleasure. They are representatives of an Order started a few years ago, but now of magnificent proportions. In 1873 they organized one Lodge of twelve men, but now the Brotherhood numbers 18,000 members; and in remembering who the men here are, their duties, their responsibilities, it is meet and proper that in any community their chosen representatives should be cordially welcomed and hospitably entertained. [Applause.] The Brotherhood represents the great railroad interests of the country. There is no class or interest in this Territory but which is beholden to them. The speaker then referred to the capabilities of the Order and the benefits conferred upon the families of members. The firemen had recognized that in unity and co-opera-

tion there is strength, recognizing also the nobility of their calling by the adoption of such a motto as was set forth on their banner. By their organization the firemen had been able to pay out to their fellow workers half a million of money. Isn't it a noble record? The Governor then welcomed the Grand officers in the name of the Territory. The citizens would accord them hospitable entertainment. It was from just such intelligence as had been manifested by the Grand Lodge that the best results came in investigating the labor question. The speaker closed by referring in a complimentary way to the permanent and lasting benefit to society from the thoughtful action and attention by such bodies as the Grand Lodge of Locomotive Firemen.

GRAND MASTER F. P. SARGENT

was next introduced. He said no words could express his gratitude for the golden truths uttered by Governor West, the compliments paid the Order and the reception accorded the visitors, stating also that the hospitality of Western people was appreciated. The speaker then said: We are here to-night in the interests of the Brotherhood of Locomotive Firemen and to explain to you our objects and aims. Look at the engine men of twenty-five years ago. Then they were thought little of; they were of rough exterior. But the Brotherhood was organized, the firemen recognizing that they must better their condition, and that organization was necessary. The Brotherhood of Locomotive Engineers had done a great deal for its men; why could not a firemen's brotherhood do the same for its members. So, back in New York State, eleven men laid the Brotherhood's foundation—the principles are Benevolence, Sobriety and Industry. These three precepts are golden truths. By their adoption the firemen became refined, lifted up. Gradually inquiries were made, the Order increased, and wherever the influence of the locomotive went that of the Brotherhood was felt. The number went up to 17,000, while the Lodges increased to 321. The locomotive firemen of this town are respected citizens, because of the Brotherhood's influence; they stand the peers of any man. They are taught to be just, sober and industrious; they are cared for in distress. The speaker mentioned the often terrible risks run by firemen, and the terrible deaths they at times suffered. At such times the funds of the Brotherhood went out for the assistance of his family. Ought not such a society to be endorsed? The organization was doing a good work for the railroad interests in this country. The fireman was just as essential as the engineer to the country's interests and the advancement of civilization. The Order was not to support or encourage strikes or discord. Its mission is one of peace and good will. It wants nothing but what is right and just. Satisfaction can be had by laying their grievances before their superior officers who were showing a disposition to treat them respectfully. Mr. Sargent spoke in high terms of the Brotherhood of Locomotive Engineers, advocating a pronounced bond of sympathy between the two, and urging the formation of a local conductors' lodge. The Knights of Labor were referred to as doing more to elevate the laboring classes than any other influence. The recent labor troubles had been a blessing to the country as bringing so many people to give the matter intelligent thought. Mr. Sargent closed by hoping that all labor societies would one day be united to bring about such a state of affairs that a man can have something to show for his toil.

JUDGE A. B. CARLETON.

Judge A. B. Carleton, of the Board of Utah Commissioners, cordially endorsed the aims and purposes of the Brotherhood. The gratitude of every man, woman and child should go out to men on the engine who were always at the post of danger with watchful eye and steady hand. With courageous heart the engineers were at work in dark, rainy nights when passengers were asleep in the coaches. He who goes forth to battle for his country is not entitled to greater honor than these men upon the engine. [Applause.]

GRAND ORGANIZER, J. J. HANNAHAN,

The Organizer and Instructor of the Order said it intended giving a better class of men than in years

past, so that life would be as safe on the train as at home. It was his purpose to stock every railroad in the country from the Brotherhood's ranks. Three years ago there was \$11,000 surplus in the treasury which was voted to the families of deceased firemen, as a Christmas remembrance; and the speaker here told a touching story of the good one bequest did for a starving family. It was urged that all members continue in good standing, and not fall behind in their assessments, that all the benefits of the Order may be received. Mr. Hannahan also desired a close union with the Brotherhood of Locomotive Engineers, but said that before it could be done the engineer must extend the right hand across the cab. With the two Orders combined, the union would be superior to all the associations of general managers. The speaker then referred to the Knights of Labor as destined to strike off the shackles of the working man.

EX-GOVERNOR MURRAY

followed with a brief but eloquent speech. He said: If the Brotherhood of Locomotive Firemen had done nothing else than bringing relief to distress and want, that of itself is enough to entitle it to our gratitude. If the 16,000 men under Napoleon, at Waterloo, had been locomotive firemen he would have won the day. In common, with Governor West, he welcomed the officers of the Grand Lodge. They represented a National Order, and as citizens they had a duty to perform. The speaker complimented the Order on its motto, saying there was nothing without labor, which was the mother of industry. He would have God's blessing on the work of the Order, urging that it be sent out in general orders that whenever a fireman lights his fire in his engine he lights it for liberty and right. [Applause.]

Grand Secretary E. V. Debs closed the meeting with a brief address.

The meeting adjourned to a fine supper ready for them at Arbogast's. A band of ten pieces furnished excellent music.

On the following morning a closed meeting was held under the auspices of Salt Lake Lodge No. 178, and while not so largely attended as desired, on account of the extreme pressure of railroad business, great interest was displayed and much good was accomplished.

Our members at Salt Lake City possess all the elements of true Brotherhood men and are doing good work in that locality.

SAN FRANCISCO, CAL.

The union meeting at San Francisco, under the auspices of Golden Gate Lodge No. 91, was well attended. Bro. Dan Fifield, one of our time-honored members, presided, and on calling the meeting to order, Grand Master Sargent took the floor and delivered an able and exhaustive address on the duties of membership and Lodges and the general work of the Order. He was followed by Grand Organizer Hannahan in the exemplification of the unwritten work. Bro. Hannahan also addressed the meeting, imparting wholesome advice and instruction to the members present.

We were pleased to meet a number of old members at San Francisco and to find them loyal and steadfast as ever in their devotion to our Order. We feel confident that the influence of our San Francisco trip will result in an increased membership in that section.

LOS ANGELES, CAL.

On Monday evening June 21st an open union meeting was held at Masonic Hall under the auspices of Orange Grove Lodge No. 97. A large and appreciative audience, including many ladies, was in attendance. Bro. Chas. Vogelsang presided in a pleasing and dignified manner. The first speaker of the evening was Grand Master Sargent, who held the close attention of the audience for over an hour. He was ably followed by Grand Organizer Hannahan in an eulogy upon the Brotherhood and other labor organizations. Grand Secretary Debs delivered the closing address. On the following evening a closed meeting was held, over which Bro. H. C. Hall, the able young Master, presided. The follow-

ing Lodges were represented: Nos. 9, 12, 16, 50, 71, 89, 90, 91, 94, 95, 97, 98, 135, 143, 173, 205 and 280.

The meeting was taken up in the discussion of matters pertaining to the welfare of the Order and remained in session until a late hour.

Our Los Angeles brethren are among the best on the Pacific coast and we are greatly pleased with our visit among them.

TUCSON, ARIZONA.

We found our members at Tucson quite busy on the road and only a few of them were able to attend our meeting which was held in their elegant little hall, on Thursday afternoon, June 24th. The meeting, though small in point of numbers, did not lack for interest and enthusiasm. The members we met are thorough Brotherhood men and gave assurance of good work as soon as business on the road afforded the desired opportunities.

In the evening a very entertaining social was given at Silver Lake in honor of the visiting brethren. There was music and dancing and everything else in the line of enjoyment and all present spent an evening long to be remembered.

EL PASO, TEX.

Our El Paso meeting was held under the auspices of New Year Lodge No. 135, Saturday evening, June 26th, Bro. O'Brien in the chair. No. 135 is made up of substantial material and the members are putting forth their best efforts to place their Lodge in the forefront. The meeting was interesting throughout and afforded us pleasure and satisfaction.

LAS VEGAS, NEW MEX.

At Las Vegas we found all our members extremely busy on the road. Nevertheless, those who were in the city attended our meeting, which was held Monday, June 18th. The session continued until 1 o'clock A. M. and all agreed that much good was accomplished. We confidently expect to see No. 204 one of the banner Lodges of the Southwest in the near future.

ATCHISON, KAN.

On Wednesday evening, June 30th, an open union meeting was held, under the auspices of Railroad Centre Lodge No. 31, which was reported, as follows, in the *Daily Champion*, of Atchison:

"An interesting event in local railroad circles yesterday was the arrival in the city of Grand Master, F. P. Sargent, and Grand Secretary and Treasurer, Eugene V. Debs, of the Brotherhood of Locomotive Firemen of North America, and the reception tendered them in the evening at Apollo hall. They were met at the depot by a special reception committee, consisting of Eugene S. Clark, C. H. Salisbury, Frank Johnson, George Madden, J. M. Shafer, E. Gibson, C. A. Hunt, M. Warner and J. W. Dawson, of Railroad Centre Lodge No. 31, and driven to the Byram, where a large number of the Brotherhood assembled, and were introduced by Mr. Clark, who had met the party at Topeka.

The reception at the hall was public, and drew out a large attendance of the firemen and their ladies, besides many citizens. Firemen were present from subordinate Lodges all over Kansas, Nebraska and Missouri, and the affair is regarded as a red letter event.

The proceedings were opened by Phillips' band. E. S. Clark presided, and after prayer by Rev. J. B. Mulford, introduced as the first speaker of the evening, Gov. John A. Martin, who, as the Chief Executive of the State, had come over from Topeka to deliver an address of welcome to the visiting Grand Officers. Gov. Martin spoke, as follows:

GOVERNOR MARTIN.

Ladies and Gentlemen—Grand Officers of the Brotherhood of Locomotive Firemen:

Within the past half century the employments of men have multiplied enormously. Thousands of people are now eagerly toiling, with hand and brain, at occupations that, within the lifetime of many living men, were not dreamed of. The telegraph and the telephone, now furnishing a vast multitude of men and women with employment, are among

the most recent contributions to the world's industry, conveniences and happiness. And within the present century that marvelous machine with which you are so familiar, the locomotive, took form and shape in the inventive brain of Robert Stephenson.

It is doubtful whether any invention of any age—with the possible exception of that great motive power of all modern life, the printing press—has brought such changes in the life, work and thought of mankind as has the locomotive. It has annihilated distances; it has wedded the oceans flowing on either side of great continents; it has crowded the most remote and inaccessible regions with busy and prosperous life; it has transformed all the methods and systems of human labor and activity; it has so assimilated different people, by the speedy and direct communication it has afforded them, that the world is becoming cosmopolitan, and it has created a new employment, engaging a vast army of trained and skilled workmen.

One is amazed, on looking up the facts, to learn how brief is the time in which this marvelous revolution has been wrought, and how vast is the business conducted on the iron net which now checkers almost the entire surface of the civilized world. Thousands of men are still living who read the contemporary accounts of Stephenson's first successful experiment. His queer old locomotive, the "Rocket," made its trial trip in September, 1829, not quite fifty-seven years ago, and the first successful railroad, that from Liverpool to Manchester, England, was formally opened on the 15th of September, 1830. Contemporaneous experiments were made in this country, however, and on the 30th of August, 1830, a trial was made of a locomotive built by the late Peter Cooper, of New York, on a road from Baltimore to Ellicott's Mills. Mr. Cooper's locomotive, however, was a diminutive machine of only one horse power, and on the return trip to Baltimore it was beaten in speed by a pair of horses. Exactly four months after the opening of the Liverpool and Manchester road, or on the 15th day of January, 1831, a railroad running out of Charleston, South Carolina, was formally opened, the motive power being a small locomotive built at West Point, New York; and on the 9th of August of the same year a trial trip was made on a road from Albany to Schenectady, New York.

These, however, were all mere experiments, and they were not attended with remarkable success. The locomotives used were small machines, difficult to regulate, feeble in power, and dangerous to those in charge of them. The first really successful railroad in this country was not opened until the 16th of May, 1834, and it ran from Boston to Newton, Mass., a distance of about eight miles.

Our railway system is, therefore, the growth of only a little more than fifty years. Thousands of living men have witnessed its beginning and its development to its present vast proportions. And what a marvel it is! There are now within the limits of the United States fully 100,000 miles of railway track, or enough to reach around the globe nearly seven times. Fully 30,000 locomotives drag the commerce of the continent over these lines, and 20,000 passenger cars and fully 900,000 freight cars are employed in transporting the travelers and merchandise of the country. In 1884—correct statistics of later date not having been compiled—the freight trains of the United States ran an aggregate of 334,814,529 miles, and the passenger trains an aggregate of 206,516,118 miles. During that year the railways carried 334,570,796 passengers and 390,074,740 tons of freight. In conducting this vast business—the magnitude of which the human mind can hardly measure or comprehend—250,450 persons were employed.

In this State, which has just completed the first quarter century of its existence, there are 5,117 miles of railway track, over which more than three million passengers and seven million tons of freight are annually carried, and nearly 700 locomotives and over 7,000 people are employed in conducting this gigantic business.

You are representatives, therefore, of a great army of men employed in the mightiest work of modern times, and it affords me pleasure to meet and greet you. I know of no human avocation requiring

greater skill, fidelity, sobriety, endurance and courage than does the work of the men who are employed on our railways, and I am glad to add that, in my judgment, there is no body of men in this country who more fairly and fully meet the requirements of their arduous and responsible station than do those who run the trains of our railways.

And this is especially true of the men who ride at the front, on that marvel of modern mechanism, the locomotive. There is the post of danger and of responsibility, and singularly brave, cool, thoughtful, watchful, intelligent men they grow to be. You will all, I presume, become locomotive engineers. The way to the engineer's seat, I am informed, is from the fireman's side. I hope promotion will not be slow. The engineers, it is said, are the best paid body of skilled workmen in America. I hope this is true. If it is not it ought to be, for certainly no body of skilled workmen in America occupy a more responsible position, nor, in my judgment, is there a body of workmen in America who more faithfully and nobly discharge the duties of their post. The engineers and the firemen who ride with them are employed in a work that is not only arduous, but dangerous as well; in a work that requires steady nerve, watchful eye, quick thought, prompt action, and, at times, the undaunted and self-sacrificing spirit of a martyr.

In war, an army rests securely in its camp by day, and sleeps peacefully in its tents during the night, trusting confidently in the vigilance, fidelity and courage of the pickets at the front, who never sleep. So the railroad train, crowded with passengers or loaded with valuable freight, rushes along over hills and through valleys, while in the cab at its front sit its pickets, the engineer and fireman, sleepless and alert. Those who ride as passengers place implicit confidence in the vigilance, the courage and the resources of the pickets in the cab. They talk and laugh, read or sleep, never thinking of danger, because they know that watchful eyes are on the track, and that everything that human foresight, care and skill can do to avert disaster, will be done. None of them, perhaps, fully realize the mental and physical strain the men in the cab endure. But when the invisible but ever present perils of the track take tangible form, and the engineer and fireman, at their post of duty, and faithful to its trusts, even when they look death in the face, are hurled over the embankment or against an obstruction—then all realize the constant dangers they face, and applaud the faithful heroism of their daily life.

To talk to you of your duties and responsibilities is, however, unnecessary. You understand them far better than do I, and the history of railway operations in this country show how intelligently and faithfully you discharge them. I come before you, not to lecture or instruct you, but, at the request of your local committee, to meet and welcome the chief officers of your organization. I very cheerfully do this. In Atchison, where so many of your fellow-craftsmen live, and in this State, which, in a few years, will have more miles of railway within its limits than any other State of the Union, the representatives of any large body of train men will always meet with a cordial welcome. I hope your visit will be an agreeable one, and that you will return to your homes carrying with you only pleasant memories of your brief sojourn in this always hospitable city, and of those whose acquaintance you formed while here.

Gov. Martin's address was listened to with close attention and cheered heartily.

Mr. Clark next introduced Mayor Kelsey, who spoke on behalf of the city. Following is his address:

MAYOR KELSEY.

Officers and Members of the Brotherhood of Locomotive Firemen.—GENTLEMEN:—On behalf of the local committee of firemen and friends, it becomes a pleasing duty on my part to extend to you a cordial welcome and tender you the hospitalities and freedom of our live and growing city, the commercial and railroad center of the great State of Kansas. Atchison has a reputation all over the west, among lodge and society people, at least, of entertaining her visitors in a hearty and royal manner, and I think from the well known character and standing

of the Brotherhood of Locomotive Firemen in our city, they will not permit you gentlemen to leave this city feeling different in this respect, from grand officers and grand bodies of other societies who have so often met with such warm receptions at the hands of our people.

I sincerely trust that your stay with us may be very pleasant and profitable.

We feel an interest in your organization, in each and every one of you, and well we should, when we consider the perils and dangers to which you are subjected and which you have undergone.

An association deserves to, and will succeed and prosper, which has for its principles, as you have, the elevation of its membership to a higher social, moral and intellectual standard; the promotion of their general welfare, and the protection of their families; who recognize an identity of interests between their members and their employers; claiming benevolence and charity as the object of their existence; which is almost daily brought into requisition by the husbandless and fatherless, whose protectors have gone down at the post of duty. It requires brave men to follow such a hazardous calling. And I understand your aim is, Grand officers, to make good, honorable men and faithful workers of all firemen, and to weed out all others; to care for the widows and children of those who lose their lives in the service, and to protect the rights of all, while by your conduct, uprightness and fairness, win the respect of your employers and the public. With such principles, honestly and fairly practiced, your Order will attract the attention and command the respect of all classes of mankind. Grand officers of such an Order, I am glad to have the honor and privilege of bidding you welcome to our city, and my sincere wish and hope is that every true member of the Brotherhood may receive his reward by being promoted as fast as he is qualified; and may you all become good and efficient engineers, or something better in the line of service, with a *nice, fat, plump salary* attached to it; but don't forget the lessons you have learned during your apprenticeship.

Hoping that you may conclude to hold your meetings frequently in Atchison, I again bid you welcome.

GRAND MASTER SARGENT.

Grand Master F. P. Sargent was the next speaker. Mr. Sargent is a young man, not much past 35 years of age, but "he has an old head on him," as Eugene Clark would say, and is very much respected by the members of the Brotherhood. He spoke without manuscript, and began by thanking the brothers and the ladies and gentlemen present for the kind reception, and said he would endeavor briefly to give the public the aims and objects of the organization known as the Brotherhood of Locomotive Firemen of North America, now one of the leading labor organizations of the land. It was organized by eleven men twelve years ago at the town of Port Jervis, in the State of New York. It now has 321 Lodges and a membership of nearly 17,000 men. The social condition of locomotive firemen twelve years ago was not high; firemen were in fact looked down upon, and it was in a resolution to elevate their condition that the eleven men of the now great Brotherhood declared the precepts of the organization to be Benevolence, Sobriety and Industry. The speaker dwelt upon the necessity of practicing those principles in daily life, pointing out the results of benevolence, the benefits of sobriety, and the necessity of industry. The Brotherhood, he said, was simply an educator. It takes men from low positions and brings them up to the standard indicated by the precepts, Benevolence, Sobriety and Industry. Firemen will be engineers, and the Brotherhood educates its members for the advanced position. Men who wear the badge or bear recommendation from the Brotherhood are always certain of speedy employment. The railway officials of the country once distrusted the Brotherhood, but they now realize that it is a benefit, simply because its men live true to its precepts. The speaker was glad to see so many ladies present. In the ladies firemen always found encouragement. He complimented Railroad Centre Lodge, and said it was regarded as one of the banner Lodges of the country. Addressing Gov. Martin, Mr. Sargent expressed his thanks for the kind address, and

stated that in him was always to be found a friend of the workingman. Referring to the recent labor troubles in the Southwest, he said that Gov. Martin had proved his friendship for labor, and that the laboring man when right might always depend upon the Governor's friendly counsel. Mr. Sargent also thanked Mayor Kelsey and expressed the hope that the Brotherhood would always conduct itself so as to deserve the respect of the good people of Atchison. He closed by charging the men to be benevolent, sober and industrious, and invoked the blessing of the Grand Master Above upon all.

A sociable dance concluded the evening's entertainment. The visitors will remain in Atchison the greater part of the day, for the purpose of addressing a secret meeting of the Brotherhood. They will depart for Kansas City at 3:20.

On the following morning a closed meeting was held. There were members present from Lodges 23, 33, 43, 205 and other points. The unwritten work was exemplified and all questions of interest to the Order were discussed.

KANSAS CITY, MO.

We left Atchison in company with a delegation of members and arrived at Kansas City at 5:30 P. M., Thursday, July 1st. We were received at the depot by a number of Kansas City brethren, and held an open meeting that evening at the Coates opera house. The following report is taken from the Kansas City Journal:

Mr. F. P. Sargent, Grand Master, and E. V. Debs, Grand Secretary and Treasurer of the Brotherhood of Locomotive Firemen, arrived in the city last evening from the west, where they have been on an extended tour, looking after the workings of their Order. They were met at the Union depot by a large delegation of that Order and escorted to the Delmonico. Later in the evening they were serenaded by a band and escorted to the Coates opera house, where they were introduced to Mayor Kumpf and other distinguished citizens. They will remain in the city over to-day and this morning will hold a secret session at Forester's hall, on West Ninth street, at which time they will exemplify the secret workings of the Order.

Mayor Kumpf was chosen as chairman of the meeting at the opera house last night, and made the following address of welcome:

MAYOR KUMPF.

"GENTLEMEN:—I sincerely thank you for the honor conferred by selecting me to preside over such a representative body of American citizens, for no matter to which political party we may belong, or which occupation we may follow in earning a livelihood, we are first, last and all the time American citizens.

"On behalf of this wonderful metropolis I bid you a hearty welcome, for this city is under great obligation to that interest of which you are the representatives for if there is anything that has made Kansas City what it is, it is its railroads, for without its railroads this city would be a Western frontier town to-day, of no commercial importance whatever. It is a singular fact, that the most important agency in the spread of civilization in this nineteenth century are railroads, and to be connected with and a part of the most important factor in the extension of civilization and commerce in this nineteenth century, is a fact of which every one of you should and no doubt do feel justly proud."

Mayor Kumpf then introduced Mr. F. P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen, who addressed the audience in substance as follows:

GRAND MASTER SARGENT.

"We are here to-night in the interest of locomotive firemen and wish to explain to you our object and aims and gain your sympathy.

"Go back with me fourteen years and you will remember that locomotive firemen and railway men in general were looked down upon. Realizing they were looked upon as this class of men, they thought they should be looked upon as human beings. They looked upon union as a solution of the problem.

Twelve years ago eleven firemen, in a round house, at Port Jervis, in the State of New York, met and talked the matter over and commenced this structure of the Brotherhood of Locomotive Firemen of North America, and to-day we have a magnificent organization, numbering 17,000 men and 321 Lodges. They knew that if a man was benevolent, sober and industrious, he must be a good man. They knew that to receive the indorsement of the people and their employers they must adopt these three principles. The work has been going since then, until to-day you find the fires burning brightly upon the altars of nearly all the locomotive firemen in the land. The work of the Brotherhood is for the purpose of elevating locomotive firemen and making them good citizens. When they join the Order they are taught the responsibility of their position, and are impressed that they must be sober men that they may properly protect you. You have sometimes thought, no doubt, as you leaned back in your comfortable chair in a railway car and read your book, what would be the result if the heroes of the head end of the train were under the influence of liquor.

"We teach industry; we want to impress upon our men that they should be diligent and faithful in the performance of any duty that may be assigned them. They all have an ambition, and that is to step over on the right hand side of the engine and pull the throttle. We take men who are down in the mire and refine them and place before railroad officials men who are responsible, sober, and industrious. When the people of this country learn the objects and aims of our organization, we have no doubt they will be in full sympathy with us. I think you will say with me that you have never seen a disreputable fireman in Kansas City who was a member of the Brotherhood. It is the same all over America. It has been said that we are for discord. It is not so—we are for harmony. We want to be treated like men, and we want what is right. We want to have railway officials whom we work for to know that we are no machines, but are men. If there is any trouble we present a grievance to our employer, and it is always settled. We don't believe in strikes unless some day we meet an official who is so callous that he cannot discern wrong from right. We settle our difficulties by arbitration.

During the late Missouri Pacific strike, the firemen stood by the company because the company stood by them. We do not claim to be the only organization in existence. There is the Brotherhood of Locomotive Engineers, the Order of Railway Conductors, the Brotherhood of Railroad Brakemen, the Switchmen's Union, and the Knights of Labor. I am a friend of the Knights of Labor because I believe they are trying to elevate the laboring men. I hold the leaders of that order responsible for the evil that has been done, and not the men themselves. They see now that they made a mistake and they should blame the men who called them out. We have learned a great lesson in the last few months. The people now believe that the laboring man has some rights which should be respected. When you have men at the head of your organization who are narrow-minded and bigoted, you should remove them. I appeal to the firemen to be true to their pledge. I want to say to the ladies that I am very much pleased at their presence here this evening. I want to say to the people that we, as an organization, are very thankful for the reception given us.

MR. T. B. BULLENE.

Mr. T. B. Bullene was next called upon and said he could but echo the hearty welcome extended by Mayor Kumpf. He said he had always possessed a great admiration for the men whose business it was to shovel in the coals since the days when he was a youth and was a terror to the train men who operated the little railroad between Albany and Schenectady, in New York. Mr. Bullene spoke in the most felicitous terms and the audience was highly pleased with his address.

The meeting closed with a brief address by Grand Secretary Debs.

A closed meeting was held on the following day. Morning and afternoon sessions were held and each session was largely attended, the hall being filled to its utmost capacity. Bro. L. F. Stephens, Master of No. 74, presided in an able manner. A large num-

ber of visiting members were present. The meetings were among the best we have attended. The following telegram was received with great applause:

NORTH PLATTE, NEB., July 2, 1886.

Brotherhood of Locomotive Firemen, Kansas City, Mo., in Union Meeting Assembled:

Elkhorn Lodge No. 28, sends you congratulations and wishes you success. Bro. Hannahan is with us to-night. W. A. THOMPSON, Financier.

Our members at Kansas City are more enthusiastic than ever in the cause of the Brotherhood and will make a showing second to none in the near future.

NOTES.

Ed. Sibley is a Brotherhood man.

L. Halliday, of 94, speaks like a veteran.

The boys at Salt Lake City are tried and true.

F. Johnson makes No. 31 a sterling good Master.

O. W. Richardson is the right man in the right place.

C. W. Wilcox, the Financier of 94 is worthy of his position.

We regret having missed Bro. P. T. Tibbs, at Salt Lake City.

F. S. Small is one of the leading spirits on the Pacific Coast.

J. C. Sharp is now at Las Vegas, a member of 204, and doing good work.

N. H. Luff, Secretary of New Year Lodge, is in every respect a first-class officer.

Brundage was there as usual. He is always on hand when the roll is called.

We were pleased to meet Bro. W. A. Thompson, Elkhorn's efficient Financier.

F. W. Pausch handles the finance of No. 31, and well does he perform his duty.

F. M. Blaney's heart is in the right place. In him No. 94 has an earnest supporter.

Mayor Kumpf presided over our meeting at Kansas City, an honor appreciated by all.

J. C. Duntion is full of life and energy; just the man to officiate as Master of his Lodge.

H. C. Hall fills the position of Master of No. 97 with commendable dignity and ability.

John Fleming, of No. 74, is candidate for County Marshal. May success crown his efforts.

Genial John Mulvihill still meets and greets the Brotherhood boys who visit Kansas City.

The hospitalities of Tim Fagan and his charming wife are as boundless as the great Plains.

On our arrival at Los Angeles we were met by a host of whole-souled and enthusiastic fellows.

Mayor Kelsey, of Atchison, extended us a cordial welcome for which we are profoundly grateful.

The Rev. Mr. Mulford, of Atchison, has our thanks for his earnest invocation in behalf of our Order.

Montezuma Lodge No. 204 is soon to have a "boom." The boys are in line and well equipped for service.

Our old friend, Bradford, of the B. of L. E., was with us at Denver. We are always glad to meet him.

A. W. McQueen still holds forth at Tucson. His right hand is ever extended to a good Brotherhood man.

The members of Golden Gate Lodge No. 91, are of the right stamp. We were highly pleased to meet with them.

Although few in numbers, those we met of 94's members have got the right spirit and are a credit to our Order.

J. McCreagh and Dan Fifield, two of the oldest veterans on the Pacific coast, attended our San Francisco meeting.

The delegation of U. P. members we met at Denver was made up of broad-gauge, representative men in every particular.

As a Brotherhood man, Bro. Thomas, of No. 206, is the peer of the best. We were most favorably impressed with him.

The Coates opera house, in which our open meeting was held at Kansas City, is one of the most elegant in the country.

Sam Quackenbush, the "old reliable," was with us from first to last. Sam is a Brotherhood man from the ground up.

W. S. O'Brien has our thanks for numerous favors shown us at El Paso. He is one of the tried and trusted members of 135.

The speech of L. Mooney, at Kansas City, abounded with good sense, and was deservedly applauded. He spoke like a statesman.

Governor West, ex-Governor Murray and Judge Carleton, of Utah, gave substantial evidence of their fealty to our Brotherhood.

We were much disappointed in failing to meet Bro. J. M. Dodge. Next time, Jack, court will have to adjourn for your benefit.

Eugene S. Clark is heart and soul a lover of the Brotherhood, and will be found true to its interests through all the coming years.

Wm. Piercy is deservedly popular at Kansas City. No. 74 owes much of her present standing to his steadfast devotion to her interests.

The address of A. J. Schmidt, of 290, delivered at El Paso, was a most able and eloquent appeal for the right and was heartily appreciated.

Some of the best material in our Order is to be found at El Paso. The members of 135 are wide-awake and will be substantially heard from.

At San Francisco our members are determined to go to the front. No. 91 will largely increase her membership during the next ninety days.

Many thanks to the members of Flower of the West Lodge, No. 205, for their kind treatment. We regret that we could not stop among them.

Our short visit at West Oakland was made very agreeable by the members of E. C. Fellows Lodge No. 143. Many thanks, boys, for your hospitality.

C. A. Carson and T. E. Torpey, of No. 33, were among the many good fellows we met at Atchison. We shall always remember them with pleasure.

Our old friend, Bradley, at Atchison, has lost none of his interest in the Order. We have known him for years and have always found him loyal and true.

C. H. Salisbury, better known as "Sociable Sol," is one of the leading spirits at Atchison. He is also a thirty-ninth degree member of the Knights of Rest.

Some of the representative members of our Order were at the Denver meeting. Speeches were made that would have been a credit to any deliberative body.

It reminded us of old times to meet Bros. Mooney, Morris, Thomas and a number of other old pioneers of 43. They are of the kind we are always glad to meet.

The officers of No. 205 are thoroughly competent and trustworthy, and under their guiding hands the "Flower of the West" will blossom with prosperity.

Financier's quarterly reports are to be presented at the first regular meeting in each of the months of November, February, May and August. *Trustees take notice.*

At Las Vegas the Lodge of Brotherhood of Railroad Brakemen kindly granted us the use of the hall, on their meeting night, for which we return our best thanks.

A. Harrison, better known as "Dad," of No. 94, is probably the oldest member of our Order. He is still doing good work on the right side of a passenger engine.

Maurice Hurley, Financier of No. 74, enjoys the distinction of being one of Kansas City's most popular Aldermen.

The social dance given by No. 81 was a most enjoyable affair. It was under the immediate supervision of "Sociable Sol," and, of course, it could not be a failure.

L. F. Stephens has the respect of every member of his Lodge. He conscientiously performs every duty as Master of No. 74, and if the Lodge does not thrive it will not be his fault.

While at West Oakland, we had the pleasure of meeting a number of members of the B. of L. E. all of whom we found to be thorough gentlemen and staunch friends of our Order.

Trustees of Subordinate Lodges have been in unusual demand lately. See to it that your quarterly reports are regularly made, if you don't want to be raided by the Grand officers.

R. R. Centre Lodge No. 31, has an eight years' lease on the largest and best hall in the city of Atchison. It is sub-let to other societies and parties, and brings considerable revenue to our Atchison brethren.

One of the most spirited and eloquent speeches delivered at Kansas City may be credited to Bro. C. W. Mairs, of Great Western Lodge No. 24. Bro. Mairs did great credit to himself and to his Lodge.

C. M. Stone, of No. 18, has the gift of a humorist, philosopher and sage. We could have listened to him indefinitely. He made scores of friends for himself who fully appreciate his fealty to his first love.

W. C. Haverstick is one of the most genial and sociable gentlemen we have ever met, and as a Brotherhood man he stands second to none. We owe him our thanks for his private service in the "baggage department."

Our sincere thanks are due to the members of California Lodge, No. 260, for the many kindnesses shown us during our brief sojourn at Sacramento. They are genial, whole-souled fellows, such as one is always glad to meet.

The Grand officers of the B. of R. B., whom we had the pleasure of meeting at Denver, are thorough gentlemen, as well as trustworthy and competent officials. Under their administration the Knights of the Brake are bound to thrive.

Chas. Elton is now in the transfer business at Los Angeles and on the high road to prosperity and wealth, but he is as active as ever in our cause. We are under many obligations to Bro. Elton and wife for the hospitalities of their home.

G. W. Smith, of No. 78, was unanimously elected Grand Sachem of the Invincible Order of the Knights of Rest. We hope all members will salute His Highness with the proper hailing sign. Bro. Smith informs us that the Royal Bumper Degree will be exemplified at the next meeting.

Governor John A. Martin's address should be read by every member of our Order. It contains food for thinking men. Governor Martin has proven himself on more than one occasion to be the true friend of laboring men, and we are proud of his public recognition of our Order.

R. V. Dodge was with us at Los Angeles. He represented No. 90, the smallest yet pluckiest Lodge on the rolls. Dick has been a member of our Order almost from its beginning, he has been an active worker all these years and his record is sufficient guarantee of his devotion to the cause.

Tuesday, June 2, a special meeting was held with Guiding Star Lodge No. 130. The meeting was well attended and all the old war-horses of No. 130 were in attendance. All members show an interest in the welfare of the Order, and are ready at all times to do active service in the cause. The Financier of No. 130 was struck by a cyclone a short time ago, but the Trustees being absent at the time, making out a quarterly report, were not affected. We have since learned that all damages have been repaired, and everything is in a flourishing condition. With Bros. Knapp and Nichols at the helm and Bro. McAniff to furnish the breeze, No. 130 will soon have good sailing.

Chas. A. Vogelsang has retired from the railroad service, after having risen to the position of passenger engineer, to accept a responsible and lucrative position in a bank at Los Angeles. Bro. Vogelsang has the energy and ambition to make his mark in the world and we predict for him a brilliant future.

Monday June 1st, a meeting was held by Grand Master Sargent, in the interest of the Order, with Minnehaha Lodge No. 61, at St. Paul. There was a large number in attendance, and the fruits of the meeting are already seen in the returns that come in. No. 61 has been unfortunate, but by the united efforts of the brothers she is fast going to the front, and will soon take rank with her sister Lodges in the Northwest.

We are under many obligations to Mr. Fred Stevens, son of General Master Mechanic A. J. Stevens, of the Southern Pacific, for his courtesy in showing us through the mammoth shops at Sacramento. The shops are among the most extensive of the kind in the world, and under the direction of Mr. Stevens we were shown through the various departments. Our visit was much enjoyed and will long be remembered.

We were much pained, on our arrival at Los Angeles, to learn that Bro. E. B. Newbro, of No. 97, had died. Bro. Newbro was a true and worthy member and was universally respected, and his death is deplored by a large circle of friends. It will be remembered that Bro. Newbro saved two passenger cars from destruction in the late Tehachapi disaster, on the S. P. R. R. Had it not been for his heroism that calamity would have been infinitely greater. This act alone entitles him to our lasting gratitude and love. The funeral took place Tuesday, June 22d, under the auspices of Orange Grove Lodge, No. 97. A large number of members, including the Grand Officers, were in attendance to pay their last respects to the deceased brother. Bro. Newbro was married but six months at the time of his death and his widow has the profound sympathy of all our members.

On Sunday, May 30th, the Grand Master visited Minneapolis and held a meeting with the members of the Order located at that point. The meeting was largely attended and was very entertaining and instructive. Every member present spoke in behalf of the Brotherhood, showing that there was no lack of interest in that locality. The committee having in hand the arrangements for the Thirteenth Annual Convention is kept constantly busy, and as the brothers composing the committee are all active workers, we are confident that the arrangements will be equal to the occasion. During our visit we had the pleasure of meeting Col. West, proprietor of the West Hotel, where the delegates will be quartered during the Convention. He is a genial gentleman and an ex-railroad conductor and one of the boys. His hotel, for elegance and accommodation, cannot be surpassed, and all delegates and visiting brothers attending the Convention will find a home at the West.

We regret exceedingly that lack of space prevents us from making a more complete report of our western meetings. The trip was extensive, we held a large number of meetings, and met hundreds of members of our Order whom we would like to mention by name, as we remember them all with pleasure and satisfaction. We are pleased to assure our brethren in the West that our sojourn among them was highly satisfactory, and that we are fully confident that much good will come from the meetings held. The outlook is exceedingly encouraging, not only in the West, but in all parts of the country, and we hope our members may unite in their efforts everywhere to build up the glorious Order to which we are pledged with sacred honor. Keep in mind the obligation you have taken, be true and steadfast in your devotion to right and justice, treat all others as you would be treated yourself, be faithful to the interests of your employer, be manly, self-reliant and self-respecting men, and all your future will blossom with prosperity and joy.

For the Magazine:

OWED TO THE MILLER'S DAUGHTER.

The girl was as big as her dad—
He used her as sort of an "ad,"
In the place where she lived
Corn flour she sleyed
And mashed all the fellows, be gad.

AN EPITAPH.

These lines to old Potter:
We all knew him well.
If he's not soaring in heaven,—
He's sizzling in—sheol.

ON DEBT.

Man-like is it to fall in debt,
Fool-like on three ten's to bet,
Simple-like for debt to grieve,
Cashier-like all debt to leave.

Debts of others should remind us
We can leave our own unpaid,
And go on our way rejoicing
Till the Sheriff makes a raid.

—Anon.

THE members of our Lodges on the Chesapeake and Ohio railroad, are to be congratulated upon an increase of pay which they requested, and which was readily granted them by General W. C. Wickham, Vice-President of the road. The committees of our Lodges called on General Wickham and stated their grievance which was at once adjusted, and the affair took but little time and was settled to the entire satisfaction of all concerned. When the railroad official is honest, courteous and liberal, such as General Wickham proved himself to be, and the committee is composed of men who understand their grievance and know how to present it properly, there never can be any trouble. Where there is mutual respect and forbearance, strikes will never come. We hold up the action of our members on the C. & O. as a model adjustment of labor grievances.

WE are again compelled to say to our Lodge correspondents that we are utterly unable to publish the vast amount of matter with which we have been flooded during the past ninety days. We have long since ceased to publish miscellaneous matter from our exchanges and we have also omitted our Lodge directory during the past two issues, and yet we have more than thirty pages of matter left after going to press with our July issue. We have scores of resolutions and letters of thanks that are several months old, and next month we shall publish them all if the entire issue is taken up. Many of our Lodges pass resolutions for some purpose or other at every meeting, and if we must publish them all we shall have to enlarge our Magazine to the size of Webster's Unabridged Dictionary. If, instead of passing so many resolutions of thanks and gratitude and ordering them published, our members would show by their action that they appreciate favors received, it would be vastly better for all concerned. Stereotyped, stale and meaningless resolutions are getting to be a common nuisance. Nobody reads them. The space they occupy can be used to good advantage. Let us have less resolutions and more reading matter of a quality that is of some benefit to our readers and the Magazine.

Amusements.**BRainerd Minn.**

I can not refrain from announcing to the public in behalf of Pine City Lodge No. 81, B. of L. F., the well-deserved credit due the boys for the manner in which they acquitted themselves at their last annual ball and banquet. The hall was tastefully decorated with evergreens and trimmed with red, white, blue and green lights which shone forth to represent their various signals, and caused the boys to feel as though the hall was a moving train. The beautiful banners with their lovely mottoes and the silken flags that waved above the heads of the audience made a splendid appearance and tended to cool and refresh the dancers. The hall was well lighted with three head lights. The orchestra was composed of eighteen pieces, and when they filled the air with their sweet music the young people were wild with delight. The supper was beyond description so I will say it was grand and let that suffice. The committee was polite and attentive, and that the affair was a signal success is the verdict of every one present.

*The Boss.***CRESTON, IOWA.**

The members of Advance Lodge No. 101, B. of L. F., gave their fifth annual ball at the Pine Street Opera House, on the evening of May 25th. The attendance was unusually large and the ball was a grand success in every respect. The hall was beautifully decorated with mottoes, flags, bunting and evergreens. On one end of the hall was the motto of our Order, "Benevolence, Sobriety and Industry," while on the west side were the words, "Our Brotherhood Welcomes You." The stage which was used as a reception room, was lighted with a locomotive headlight, and was transformed into a bower of beauty with flowers and pictures.

Promptly at 9 P. M. the grand march began, led by Bro. M. Degnace, after which the ray throng tripped the light fantastic to the excellent music furnished by Prof. Thayer's Northwestern Band, of Des Moines. At 12 o'clock supper was served in the room under the Opera House by the ladies of the B. of L. F. The supper was a decided success; everybody unites in saying that it was the finest and most elegantly prepared supper ever served in Creston. Over one hundred and fifty couples sat down to the tables which groaned with every delicacy that could be procured. Great praise is due the ladies who had the arrangements of the supper in charge. The ball and supper was a decided success, socially and financially, and the members and ladies of this Lodge may justly feel elated over this, their fifth annual ball.

*Rozie***BATTLE CREEK, MICH.**

The joint ball of the Engineers and Firemen, at Battle Creek, was an immense success as will be seen in the following from an exchange: The fourth annual ball of Battle Creek Division No. 33, Brotherhood of Locomotive Engineers, and Calhoun Lodge No. 84, Brotherhood of Locomotive Firemen, held at Hamblin's opera house Monday night, was a grand affair, one hundred and seventy-five couples being in attendance. Many of our prominent citizens were present, also railroad men from various points along the line of the Chicago & Grand Trunk.

The opera house was handsomely and appropriately decorated. The floor was covered with a canvas, and the auditorium seated with upholstered chairs and sofas. In the rear of the orchestra, and serving as a background to the stage, was a mammoth American flag, in the center of which, in bold, black letters, was the word "Welcome," which voiced the sentiment of both Brotherhoods. At the footlights were red and white signal lamps, interspersed with a row of small evergreens. The front of the stage was covered with small flag bunting, which was festooned from each side to the right and left end of the gallery. On each side of the proscenium was displayed a framed picture of a locomotive. From the center above was suspended a large Japanese umbrella, with paper pendants hanging from the rim. From the handle were hanging several small umbrellas, one beneath the other. From the large

chandelier in the dome above the auditorium was festooned red, white and blue bunting to the balustrade of the gallery. Suspended from the center of the chandelier was a pure white dove, holding in its beak two leaves, one containing the motto of the B. of L. E., the other the motto of the B. of L. F. The balustrade of the gallery was ornamented with stars and stripe bunting, with small American flags displayed at intervals. Beneath the balustrade were suspended red and white lanterns. Over the entrance to the auditorium was a large American flag, suspended from the gallery. On the east side was an American flag and the German flag, and on the west side the Irish and American flags. On the right side of the auditorium was the charter of the B. L. E., and on the left side the charter of the B. L. F. The remaining space upon the wall was covered, at intervals, with large framed photographs of locomotives. The whole decoration was unique and attracted much attention.

LOUISVILLE, KY.

It gives me pleasure to report the great success of the third annual ball of Falls City Lodge No. 103, which was given at Eureka Skating Rink on May 4th. The hall was handsomely and artistically decorated with flags, banners, bunting and Chinese lanterns. The fair maid and gallant youth tripped the light fantastic and all was merry as could be, and our worthy Master was all smiles. The committee were James O'Neil, chairman, C. C. Carlisle, Henry Blume, Wm. Fitzgerald, T. S. Scanlon. These gentlemen deserve great credit for their excellent management, as all united in saying it was a splendid success. The musical directors were H. Blume, Wm. Meffert, Fisher Miller, and we desire to say that they know how to arrange a programme; there were twenty-four floor managers, and they performed their duties as only the clever B. of L. F. boys can do—in fact there were no pains spared to make all enjoy themselves. At 12:30 a bountiful supper was served, which all enjoyed. One of the features of the evening was the presentation of a handsome gold medal to Bro. J. W. Wynn, for selling the greatest number of tickets. The presentation speech was made by Attorney A. Caruth; Brother Wynn responded in his manly way, and both speakers were loudly applauded. The medal is a handsome piece of workmanship and bears the letters "B. of L. F." Bro. Blume also deserves mention as a hard worker, having sold fifty-three tickets. We are proud to say our third annual ball was a brilliant success, socially and financially, and it could scarcely be otherwise with such men on the committees. We wish to extend our sincere thanks to our worthy Master Mechanic P. Leeds, and our Master of Transportation for their kindness in lending us headlights, flags, lamps, etc. Among the prominent men present were Maj. J. B. Castleman, Asher Caruth, Esq., John Weller, Esq., Wm. Renble, Esq., and Murray Keller, Esq. We were delighted to see our worthy M. M. of the L. C. & L. Div. present, and also our estimable friend W. Pettibone and his fair partner. The general expression of all was, that they never saw so many beautiful ladies as graced this occasion, and I join in the chorus and say, Louisville for pretty girls. Our popular Bro. Fred Telford was there in all his glory. He is the delight of the ladies and many of us have cause to envy him. We are all looking forward to our next ball with eager anticipation.

*A Member.***Shandy Maguire's Poems.**

The poems of Shandy Maguire, the "Poet of the Rail," have been bound in an elegant volume and are now for sale. This volume contains all of Shandy's lyrics and poems which have appeared in the Engineers' Journal during the past fifteen years, and a large collection of others. Every railroad man should add this work to his library. It is a gem of railroad literature. Price \$1.50; postage prepaid. Special terms given to agents on application.

Address

P. FENNELL,

105 Erie St., Oswego, N. Y.

Resolutions.

ST. LOUIS, MO., April 1, 1886.

At a regular meeting of Peace Lodge No. 109, held February 26, the following resolutions were adopted: WHEREAS, Our Lodge having been presented with two beautiful red plush albums by Misses Ella and Laura VanHorn, therefore be it

Resolved, That the members tender their sincere thanks for the kind remembrance and for the interest they have manifested in our welfare. This Lodge shall ever regard the fair donors with feelings of profound gratitude, and will entertain the best wishes for their success in life.

J. W. MCGILL,
THOS. JONES,
CHAS. DUBUQUE, } *Committee.*

NEW YORK, N. Y., June 10, 1886.

At a regular meeting of Just In Time Lodge, No. 149, the following resolutions were unanimously adopted:

WHEREAS, Our Lodge has been presented with an elegantly framed collection of portraits representing the L. Road's Grievance Committee, and as the members of this Lodge entertain a deep respect and esteem for the members individually and collectively of that Committee, be it

Resolved, That we do hereby tender our sincere thanks for this generous gift to the B. of L. E., Division No. 105, hoping as we do that this pretty gift will serve to strengthen the good feeling existing between both Brotherhoods in New York. Also, be it

Resolved, That in remembrance of this happy event, we cause a copy of these resolutions to be spread on the minutes of our Lodge, and the same to be published in the Magazine.

T. V. McGRANE,
PETER WITZELL,
GEORGE FORD
WILLIAM J. FORCE,
A. VAN TASSELL, } *Committee.*

NEW YORK, N. Y., April 20, 1886.

At a regular meeting of Just-In-Time Lodge, No. 149, held April 24, the following resolutions were adopted:

WHEREAS, Mrs. J. J. McCaffrey and Mrs. J. H. Peterson have kindly presented our Lodge with a handsome altar cloth. Therefore, be it

Resolved, That the sincere thanks of this Lodge be returned to the aforesaid ladies and that we fully appreciate this kind gift, and will ever keep it as a remembrance of the donors.

Resolved, That a copy of these resolutions be presented to each of the aforesaid ladies and that the same be published in Firemen's Magazine.

T. V. McGRANE,
PETER WITZEL,
GEORGE FORD,
WILLIAM J. FORCE,
A. VAN TASSELL, } *Committee.*

DE SOTO, MO., March 12, 1886.

At a regular meeting of Pride of the West Lodge No. 6, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God in His infinite wisdom to remove from our midst our worthy brother, Harvey R. Morton, who met his death in a collision on the morning of February 5,

Resolved, That this calls to our mind, when least expected we shall be called into Eternity and warn us to be at all times prepared.

Resolved, That is but a just tribute to the memory of our departed brother to say we mourn for one in every way worthy our respect.

Resolved, That the most sincere sympathy be and is hereby extended to the bereaved mother, upon whom this affliction falls heavily, and also to the young lady whose affection has been so cruelly lacerated, and trust they may bravely bear the sacrifice they have been called upon to make.

Resolved, That we tender our sincere thanks to Mr. T. W. Kennon, Superintendent of the Missouri Division of the St. L., I. M. & S. R. R. for securing trans-

portation for Bro. J. Christoffel and Bro. H. Hearst to the home of our departed brother.

Resolved, That a copy of these resolutions be forwarded to the mother of the deceased and to the Magazine for publication.

GEO. CHENEY,
F. H. BELL,
F. J. PARKER, } *Committee.*

RICHMOND, VA., April 4, 1886.

At a meeting of the committee appointed by Lee Lodge No. 275, the following was unanimously adopted:

WHEREAS, It has pleased Almighty God to remove from our midst Bro. F. L. Miller, therefore be it

Resolved, That in the death of Bro. Miller this Lodge has lost a most worthy member and the community an esteemed citizen.

Resolved, That the thanks of this Lodge be extended to Bros. Cundiff and Mays, of Hinton Lodge No. 236, for the kind services rendered at the funeral of our deceased brother, also to Mr. T. L. Chapin, Mr. S. M. Power, Mr. C. L. Petrick, M. M., and Mr. W. P. Huntley, Round House Foreman, for many favors shown us.

Resolved, That our charter be draped in mourning for sixty days and that a copy of these resolutions be sent to our Magazine for publication.

EUGENE LIST,
I. W. CLOWES,
T. F. AVERY, } *Committee.*

JERSEY CITY, N. J., April 6, 1886.

At a regular meeting of Adopted Daughter Lodge, No. 3, B. of L. E., the following resolutions were adopted:

WHEREAS, It is with feelings of heartfelt sorrow that we are called upon to announce the death of our beloved Brother Alonzo C. Sturdevant, who died March 8th. Therefore be it

Resolved, By the death of Bro. Sturdevant, his wife loses a kind and loving husband and our Brotherhood a most faithful member, whom every brother will miss, but it is with feelings of satisfaction that we can remember and cherish his noble qualities.

Resolved, That we extend to his bereaved wife and relatives our heartfelt sympathies in this their great affliction, and we tender Mechanics Lodge, I. O. O. F., No. 66, our grateful thanks for assisting in the burial of our late brother.

Resolved, That our charter be draped in mourning for sixty days, and that a copy of these resolutions be forwarded to our Magazine and a copy spread on our minutes.

GEO. AUCHTER,
D. J. MAHONEY,
E. P. HUTTON, } *Committee.*

LOGANSPOUT, IND., April 6, 1886.

WHEREAS, It has pleased God in His divine wisdom to take from among us Bro. Chas. Scribner, therefore be it

Resolved, That in the death of Bro. Scribner God Will Lodge No. 52 has lost one of its staunchest and truest members.

Resolved, That every member of the Order should endeavor to imitate his example in being true, honorable and upright to the Order and to his fellow-men.

Resolved, That we extend to Eureka Lodge No. 14 our sincere thanks for their kindness to Bro. Scribner and family while residents of their city, and in their sadness and sorrow, and in assisting us to lay to rest all that remained of the husband, father and brother.

Resolved, That with bowed heads and sorrowing hearts we mourn with the family and friends of our late brother, and not only extend our sincere sympathy, but desire to do all in our power to lighten their burden of grief and care.

Resolved, That a copy of these resolutions be presented to the family and that a copy be forwarded to our Magazine for publication.

AL. SWADENER,
E. J. CARROLL,
J. J. CAHILL, } *Committee.*

BALTIMORE, MD., March 20, 1886.

At a regular meeting of Oriole Lodge No. 214, held March 14, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God in His omnipotent power to remove from our midst our late brother, Geo. Wilhelm, who died of consumption after a long and lingering illness, therefore be it

Resolved, That we tender the members of the bereaved family our most sincere and heartfelt sympathy, knowing full well how inadequate are words to lessen the desolation of an aching heart, earnestly wishing it were in our power to soften the grief and anguish of the bereaved ones.

Resolved, That we assure the mother, brother and sister of Bro. Wilhelm that he was dearly beloved and highly esteemed by all his comrade brothers, that by his death a vacant chair is left in our midst which it will be hard to fill.

Resolved, As a token of respect to our departed brother our charter be draped in mourning for thirty days and that these resolutions be entered on the minutes of the Lodge and a copy given the mother, and published in our Magazine.

Resolved, That the thanks of Oriole Lodge No. 214 be and are hereby tendered to the officers and members of Division No. 32, B. of L. E., for their letter of condolence in the death of our brother, also that our thanks be extended most heartily to our kind and generous Superintendent, H. W. Kapp, of the Baltimore Division of the N. C. R. R. for furnishing free transportation for members of the family of our deceased brother, also members of Oriole Lodge No. 214, from Baltimore to New Freedom.

R. L. CARNAN,
H. M. WATTS, } Committee.
L. G. M. WEST, }

JERSEY CITY, N. J., May 4, 1886.

At a regular meeting of Adopted Daughter Lodge, No. 3, B. of L. F., held April 11, the following preamble and resolutions were unanimously adopted:

WHEREAS, It having pleased our Heavenly Father in His inscrutable wisdom to remove from amongst us in so sudden a manner our beloved brother, Geo. W. Angle, who was killed while at his post of duty at Philadelphia, on the Pennsylvania R. R. on the 27th day of March, and

WHEREAS, The messenger of death had scarcely taken its upward flight and deprived us of the companionship of our worthy brother Alonzo C. Sturtevant, ere it again returned and claimed another one of our beloved brothers, and

WHEREAS, Bro. Angle was taken away from us and all earthly cares in the very prime of his life; Therefore, be it

Resolved, That by the sad fate of our departed brother, the B. of L. F. loses an earnest supporter of its principles, this Lodge one of its best members, his family a loving and dutiful son and brother and his employers an honorable and faithful fireman.

Resolved, That while we bow with humble submission to the will of the most High, we sincerely mourn his sudden death and deeply deplore the sufferings which have deprived us of the companionship of a noble hearted brother. Yet consolation is afforded us by the thought that our earthly loss is his eternal gain, and he is now enjoying the reward of the just and good.

Resolved, That we tender the members of the bereaved family, especially the sorrow-stricken mother, our most sincere and heartfelt sympathy in this their hour of affliction, knowing full well how inadequate are words to lessen the desolation of an aching heart, earnestly wishing it was in our power to soften the grief and anguish of the bereaved ones.

Resolved, That we assure the afflicted family that he was dearly beloved and highly esteemed by all his comrade brothers, that by his death a vacant chair is left in our midst which it will be hard to fill.

Resolved, That as a just tribute to the memory of our departed brother we drape our charter in mourning for the space of sixty days.

Resolved, That a copy of these resolutions be engrossed, framed and presented to the bereaved family of Bro. Angle with the seal of the Lodge

thereon, also that a page in our minute book be suitably inscribed to his memory and a copy of these resolutions sent to the Locomotive Firemen's Magazine for publication.

Resolved, That the thanks of this Lodge be extended most heartily to our kind and generous round house foreman, S. W. Garabrant, for arranging matters to allow all he could spare to attend the funeral. Also to our kind and generous Superintendent, Joseph Crawford, and Road Foreman of Engines, James W. Sandford, of the New York Div. P. R. R., for favors received through their hands, also to the members of Enterprise Lodge, No. 75, B. of L. F. for their kind assistance at the funeral of our late brother and to the Ferry Association of which our late brother was a member.

C. W. PLANT,
D. W. J. MAHONEY, } Committee.
S. DAWSON, }

Letters of thanks.

ELMIRA, N. Y., March 1, 1886.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: I wish to return my sincere thanks for the payment of \$1,500 00 by J. H. Bartholomew, Financier of Wheaton Lodge No. 242, upon the policy of my late husband, M. H. Elston. I also desire to return thanks to the members of No. 242, for their kind attention during my husband's illness.

With many kind wishes for the prosperity of the Brotherhood, I remain

Respectfully,

MRS. M. H. ELSTON.

INDIANAPOLIS, IND., March 17, 1886.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: Please allow me to extend to you an acknowledgement of a draft for \$1,500, the amount due me on the policy held by my late son, Elijah E. Reeder, the same coming to me through the hands of Mr. Wm. Hugo, Financier of Eureka Lodge. I also wish to express my thanks for the beautiful floral tribute, feeling grateful for the same as well as other courtesies shown me by the members of your noble Brotherhood. Again I wish to tender my sincere thanks to the visiting members of Lodge No. 282 who attended the burial of my son. Hoping that prosperity may attend the Brotherhood and that it may long continue a blessing to the members and their families, I am respectfully yours,

MRS. ELIZA REEDER.

SCHENECTADY, N. Y., March 26, 1886.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: I wish to acknowledge through your valuable Magazine the receipt of draft for \$1,500, the amount due on my disability claim. The draft was presented to me by Bro. George Palmateer, Financier of 18-K Lodge No. 210. Permit me to tender to the Brotherhood my sincere thanks and gratitude, and more particularly to the officers and members of 18-K Lodge No. 210 for their kindness and attention. That our Heavenly Father may watch over our Brotherhood and deliver its members from affliction, is the sincere wish of your ever grateful brother,

WILLIAM GRAY.

MADISON, WIS., March 30, 1886.

To the Officers and Members of S. S. Merrill Lodge No. 188, B. of L. F.:

GENTLEMEN: We cannot fully express our feelings of gratitude for your kindness toward us in our late affliction. We wish to thank you not alone for your loving care of our deceased son, John Devine, but also for the beautiful flowers; they spoke to us of the tender love existing among the Brotherhood toward one another. Most sincerely do we thank Mr. J. K. Doherty, Mr. Chas. Witherell, Mr. Frank Maloney, Mr. Gay, Mr. Chas. Mack and Mr. Waite, undertaker of Elgin, Ill., and also members of Elmo Lodge No. 42, of Madison, Wis. We shall ever regard your Order with feelings of deep respect. That God will bless and protect the Brotherhood, is the sincere wish of

MR. AND MRS. M. DEVINE.

WHISTLER, ALA., February 19, 1886.

I sincerely thank the Brotherhood of Locomotive Firemen No. 200 for the money delivered to me from my son's insurance policy by one of the trustworthy members, Mr. A. F. Hopwood. My advice to all firemen is to take out a policy at once, if they have not already become members, for the benefit of those that remain after they have departed from this world. I remain truly the Brotherhood's friend.

MRS. L. A. JACKSON.

MOBERLY, MO., March 3, 1886.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: I wish to acknowledge through your Magazine the receipt of \$1,500 by the hands of R. A. Blades, Financier of Anchor Lodge No. 54, in payment of the policy of my late husband, John F. Dyar. I also desire to return thanks to the members of Anchor Lodge No. 54 for their kind attention to my husband during his sickness. That the Brotherhood may live long and prosper, is the sincere wish of

MRS. ROSA DYAR.

DENVER, COLO., March 20, 1886.

To the Brotherhood of Locomotive Firemen:

BROTHERS: Allow me through the columns of the Magazine to return to you one and all my thanks for a draft for \$1,500, which I received through our worthy Financier, Bro. G. C. Wells, of Stuart Lodge No. 20, and also to Bros. W. F. Brundage, W. F. Hynes and O. W. Richardson, of Rocky Mountain Lodge No. 77, for their kind assistance to me and my family during my trouble. Yours fraternally,

J. W. VAIL.

ATLANTA, GA., March 26, 1886.

To the Officers and Members B. of L. F.:

I desire to express my sincere thanks to the Brotherhood of Locomotive Firemen for the prompt payment of the draft, fifteen hundred (\$1,500) dollars, at the hands of Mr. S. Bolneau, Financier of Georgia Lodge No. 245. Many thanks to the members of Georgia Lodge No. 245 and Kennesaw Lodge No. 247 for the kindness and attention shown me since and during my husband's illness, Henry B. Cochran, who died January 25, 1886. Wishing the Brotherhood of Locomotive Firemen prosperity in its noble work, I remain your sincere friend,

BEULAH COCHRAN.

ALTOONA, PA., April 13, 1886.

To the Officers and Members of Franklin Lodge No. 9:

SIRS: I wish to return my sincere thanks for your kind and brotherly action toward my son, who was killed in Dennison, Ohio, and to acknowledge the receipt from your Lodge, at the hands of your Financier, Mr. J. D. Coffey, of a draft for the sum of one thousand five hundred dollars (\$1,500.00), which was a great help for a widowed mother, he being my only support. May the Brotherhood be a successful Order, and may none of its members ever meet with that awful death which befell my beloved son. Is the earnest prayer of my heart.

Wishing you all God speed, with your noble Brotherhood, I remain

Yours in friendship,

MRS. MARY A. ISETT.

COUNCIL GROVE, KANSAS, March 18, 1886.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: We wish to return our sincere thanks to the members of your Order for their kindness to our son, Frederick Hill, during his last days. We thank the members at Chicago for kindly providing him with passage from there to Emporia—they are true gentlemen. We also thank the Kansas City members who met him at the depot. He was glad to see them once again, and that was the last time he ever smiled. We also wish to return thanks for the payment of his insurance, and we are under special obligations to the members of Kansas City Lodge No. 74 for their great kindness to our son during his last sickness. Very truly yours,

FREDERICK AND SARAH HILL.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen of North America, and will contain all Notices of Assessments and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

JULY, 1886.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., July 1, 1886. }

Grand Dues Notice.

1886-87: \$1.00.

To Subordinate Lodges:

SIRS AND BROTHERS—You are hereby notified that the amount of one (\$1.00) dollar, for Grand Dues for the year ending July 31, 1887, is due from all members whose names appear on the rolls of membership July 31, 1886, and must be paid to your Financier on or before August 1, 1886.

The Financier is required to forward said Grand Dues so as to reach the Grand Lodge on or before August 10, 1886. Members failing to make payment as above provided, will stand suspended from all benefits of the Order during such arrearage, as per Sec. 1, of Art. II, of the Constitution.

Fraternally yours,

EUGENE V. DEBS,
G. S. and T.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., July 1, 1886. }

Assessment Notice.

No. 21.—\$1.00.

To Subordinate Lodges:

SIRS AND BROTHERS: You are hereby notified of the following deaths:

173. Chas. Elks, of Lodge 167, was killed by railroad accident January 21.

174. Frank Mercer, of Lodge 85, was killed by railroad accident, March 23.

175. Frank L. Miller, of Lodge 275, died of Typhoid Fever, March 26.

176. J. Tierney, of Lodge 37, died of Malarial Fever, May 7.

177. Wm. Parkhill, of Lodge 101, died of Consumption, May 8.

178. C. Raynor, of Lodge 12, was killed by railroad accident, May 10.

179. J. Gleason, of Lodge 71, was killed by boiler explosion, May 11.

180. J. P. Coates, of Lodge 203, was killed by railroad accident, May 14.

181. Azra Keach, of Lodge 113, was killed by railroad accident, May 17.

The amount of ONE DOLLAR is due on the above claims from all members whose names were on the rolls of membership May 17, 1886, and must be paid to your Financier on or before August 1, 1886. The Financier is required to forward the above assessment so it will reach the Grand Lodge on or before August 10, 1886. Members failing to make payment as above provided, will stand suspended from all the benefits of the Order during such arrearage, as per Section 4 of Article 5 of the Constitution.

Fraternally yours,

EUGENE V. DEBS, G. S. and T.

Reinstatements.

The following reinstatements have been reported for the month of May:

Lodge.	NAMES.	Lodge.	NAMES.
2	H. S. Lawton.	72	Charles Voorhees.
18	John Bell.	107	F. B. Jackson.
81	E. G. Irwin.	125	L. E. Pemberton.
40	M. McFadden.	181	J. H. Allen.
50	J. C. Coleman.	231	G. W. Moore.
50	M. O'Grady.	247	D. M. Moore.
53	E. D. Thompson.		

Expulsions.

The following expulsions have been reported for the month of May:

Lodge.	NAMES.	Lodge.	NAMES.
8	M. W. Sprague.	123	R. F. Morton.
3	H. Phillips.	124	M. Minton.
5	E. McNamara.	124	C. Joslin.
6	H. Cosby.	124	S. A. Williamson.
8	W. H. Poley.	124	J. M. Foster.
12	George Hogle.	125	A. J. McLain.
16	B. F. Mullen.	127	George Flagg.
17	George Bos.	127	R. Fowler.
18	John McMannis.	127	J. D. Ellis.
21	P. Rice.	130	Fred Gibson.
21	H. Hamilton.	130	W. P. Wright.
24	A. McDonald.	130	D. Bourke.
26	John Hohn.	130	H. C. Fox.
28	Ed Hughes.	130	W. S. Howey.
31	Schas. W. Benedict.	130	W. E. Rash.
31	A. W. Saxton.	130	G. C. Kuhn.
31	J. M. Chain.	130	L. Byrnes.
31	David Young.	134	George Ellison.
31	A. M. Vetter.	134	L. B. Champaigne.
31	Thomas D. Picket.	135	J. A. Peters.
31	H. C. Davis.	136	G. W. Johnson.
35	H. Williams.	141	C. S. Reid.
35	W. B. Trull.	141	H. E. Kilpatrick.
41	Thomas Rust.	141	A. Gray.
44	John Gant.	142	J. B. Bartlett.
44	John Kelley.	148	R. J. McCool.
45	J. H. Powels.*	148	A. Lea.
46	Wm. Dwyer.	148	A. B. Woods.
49	J. Moore.	151	Thomas Moore.
52	Frank Updegraff.	154	G. F. Rowley.
56	J. McGaha.	158	T. Brown.
58	M. Devine.	159	D. J. Daley.
64	D. Dugan.	162	W. H. Schonover.
65	A. C. Sylvester.	162	J. H. Root.
70	Wm. Maxfield.	164	A. C. Gorrell.
75	D. Harken.	165	Wm. Stoler.
75	A. V. Scott.	165	E. Dial.
77	M. J. Herin.	167	R. W. Watson.
77	A. Booth.	169	Charles Mills.
77	W. J. Shanks.	169	F. H. Wood.
81	E. J. Cunningham.	172	Thomas McDermott.
82	G. W. Morron.	173	P. A. Neely.
85	Wm. O'Hern.	177	L. W. Nyes.
88	H. Buckley.	177	James Foster.
88	T. O'Connor.	178	W. M. Cooley.
88	I. C. Hadlock.	178	J. Charterton.
90	B. W. Reynolds.	182	C. M. Terrell.
101	Wm. Daniels.	186	Charles Jackson.
101	Wm. Hunter.	189	M. J. Coppin.
101	James Little.	202	J. H. Burns.
101	Frank Eckerson.	202	J. G. Gast.
108	Charles Cromwell.	206	J. N. F. Porter.
108	P. Miller.	206	J. Bowsher.
112	Jacob Starks.	206	N. G. Carney.
119	W. F. Cowley.	206	J. H. Pierce.
120	Richard Randall.	206	J. P. Graham.
120	Wm. Flanagan.	211	Wm. Leickle.
123	H. C. Cahon.	219	T. Ovington.
123	W. A. Burk.	234	Thomas Wilkins.
123	Thomas May.	236	J. D. Rose.

Expulsions—Continued.

Lodge.	NAMES.	Lodge.	NAMES.
247	C. H. Dunbar.	269	M. Smith.
256	J. H. Barlow.	270	Frank Merry.
269	J. Collett.	279	R. E. Davidson.†
269	R. Gray.	281	Isaac Daniels.
269	A. Kirshner.	286	J. L. Ready.*
269	W. S. Manson.	286	Isaac Grimshaw.*
269	H. Smith.		

* Unbecoming conduct.

† Defrauding Lodge.

All not marked, for non-payment.

Notice to Absent Members.**LEE M'CLAIN.**

Lee McClain, of W. H. Thomas Lodge No. 159, is requested to send his address to the Financier of his Lodge.

JOHN LONGRIGG.

John Longrigg, of Black Hills Lodge No. 86, is requested to correspond with the Financier of his Lodge.

MEMBERS OF NO. 223.

All absent members of Ashland Lodge No. 223, Lexington, Ky., are requested to correspond with their Financier at once and save trouble.

MEMBERS OF NO. 84.

Bros. J. Coleman and Jas. Randolph, of Calhoun Lodge No. 84, are requested to correspond with the Financier of their Lodge at once.

ORLIN L. LEWIS.

O. L. Lewis, of Western Reserve Lodge No. 248, is requested to correspond with the Financier of his Lodge at once.

C. V. HICKEY.

C. V. Hickey, of Meteor Lodge No. 279, is requested to correspond with Wm. McIntyre, the Financier of his Lodge, at once.

MEMBERS OF 278.

Geo. Eitel and G. W. Leslie, of Lodge 278, are requested to correspond with the Financier of their Lodge at once.

W. HANCOCK.

W. Hancock, of Morning Star Lodge No. 88, is requested to correspond with the Financier of his Lodge at once.

J. F. JORDAN.

Bro. J. F. Jordan, of H. B. Stone Lodge, No. 122, is requested to correspond with the officers of his Lodge at once.

JOSEPH FLAGE.

Joseph Flage, of Landmark Lodge No. 128, is requested to correspond with the officers of his Lodge at once.

MEMBERS OF NO. 111.

C. J. Singleton, Box 50, Mattoon, Ill., has been elected Financier of Beacon Lodge No. 111, and all absent members of this Lodge are requested to correspond with him at once.

OFFICE OF GRAND SECRETARY AND TREASURER. }
TERRE HAUTE, IND., June 1, 1886. }

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending May 31, 1886:

RECEIPTS.

Lodge Nos.	Back	Assessm't	Assessm't	Assessm't	TOTAL.	Lodge Nos.	Back	Assessm't	Assessm't	Assessm't	TOTAL.
		18.	19.					18.	19.		
1	\$19	\$59			\$78 00	71	\$17	\$44			\$61 00
2	18	17			35 00	72	15	77			92 00
3	68	165			233 00	73	8	49			57 00
4	43	61			104 00	74	35	62			97 00
5	80	80			80 00	75	64	165			229 00
6	49	33			82 00	76	68	33			101 00
7	10	19			29 00	77	53	76			129 00
8	43	43			86 00	78	98	98			196 00
9	20	43			63 00	79	2	42			44 00
10	21	55			76 00	80	3			\$76	79 00
11	9	115			124 00	81	76				161 00
12	45	234			279 00	82	4	99			103 00
13	99	99			99 00	83	24	41			65 00
14	34	114			148 00	84	80				164 00
15	59	59			59 00	85	43	41			84 00
16	21	118			139 00	86	30	47			77 00
17	71	6			77 00	87	28				28 00
18	18	29			47 00	88	36				168 00
19	32	32			32 00	89	38				169 00
20	7	34			41 00	90	6				170 00
21	24	15			39 00	91	24	23			47 00
22	6	18			24 00	92	33	14			47 00
23	28	23			49 00	93	47	70			123 00
24	53	50			103 00	94	16	33			49 00
25	3	62			65 00	95	67	53			120 00
26	10	59			69 00	96	1	30			37 00
27	38	59			97 00	97	18	40			64 00
28	8	8			76 00	98	45	18			178 00
29	43	43			43 00	99	19	73			92 00
30	14	19			33 00	100	23	23			46 00
31	92	53			145 00	101	65	81			146 00
32	13	81			44 00	102			43		43 00
33	5	59			64 00	103	68	92			160 00
34			\$51		51 00	104	41	14			55 00
35	18	22			40 00	105	5	86			91 00
36	26	53			79 00	106	5	19			24 00
37						107	8	47			55 00
38		64			64 00	108	1	26			27 00
39	2	65			67 00	109	58	45			103 00
40	11	83			94 00	110	4	28			32 00
41		23			23 00	111	80	35			115 00
42		35			35 00	112	18	43			61 00
43	40	71			111 00	113	18	22			40 00
44	10	2	68		80 00	114	20				20 00
45	39	72			111 00	115	39	14			53 00
46	35	21			56 00	116		44			44 00
47		120			120 00	117		49	49		98 00
48	14	72			86 00	118	8	21			29 00
49	31	22			53 00	119	8	31			39 00
50	1	134			135 00	120	10	73			83 00
51	28	39			67 00	121	30	36			66 00
52	14	99			113 00	122	6	39			45 00
53	26	46			72 00	123	36	54			90 00
54	22	66			88 00	124	56	37			93 00
55	12	32			44 00	125	20	32			52 00
56	12	20			32 00	126	8	15			23 00
57	121	183			304 00	127	32	85			117 00
58	6				23 00	128		24	23		27 00
59		54			54 00	129		70			70 00
60	9	86			95 00	130	28	51			79 00
61	75	43			118 00	131	13	20			33 00
62	3	52			55 00	132	11	24			35 00
63	28	23			51 00	133		32			32 00
64	26	19			45 00	134	11	19			30 00
65	4	59			63 00	135	4	69			73 00
66	49	47			70 00	136	18	15			33 00
67	26	77			103 00	137		30			30 00
68	56	65			121 00	138	8	33			41 00
69	15	42			57 00	139	21	23			44 00
70	19	24			43 00	140	4	44			48 00

Beneficiary Statement.—Continued.

Lodge Nos	Back	Assessm'ts	Assessm't	Assessm't	TOTAL.	Lodge Nos	Back	Assessm'ts	Assessm't	Assessm't	TOTAL.
		18.	19.					18.	19.		
141					\$83 00	221					\$34 00
142	\$82	\$54			136 00	222	\$38	\$34			54 00
143	3	12			15 00	223	15	10			25 00
144	6	29			35 00	224	13	19			32 00
145	12	26			38 00	225	14	18			32 00
146	31	18			49 00	226	8	26			26 00
147	11	23			34 00	227	13	12			26 00
148	45	16			61 00	228	13	41			54 00
149	37	120			157 00	229	2	31			31 00
150	11	52			63 00	230	2	51			53 00
151	12	44			56 00	231	29	43			72 00
152	21	12			33 00	232	1	18			19 00
153	26	41			67 00	233	4	11			15 00
154	150				150 00	234	11	11			22 00
155			13		13 00	235	26	19			45 00
156	4	45			49 00	236	16	13			29 00
157	20	13			33 00	237	17	35			52 00
158	45	42			87 00	238	5	14			19 00
159	41	18			59 00	239	4	26			30 00
160	17	38			55 00	240					
161	37	48			85 00	241	3		\$17		20 00
162	26	94			120 00	242		33			33 00
163	8	18			26 00	243	15	34			49 00
164	10	38			48 00	244			56		56 00
165	17	24			41 00	245	16	13			29 00
166					246 00	246	8	15			23 00
167	9	23			32 00	247	8	11			19 00
168	10	34			44 00	248	3	17			20 00
169	24	86			110 00	249	9	14			23 00
170	18	27			45 00	250		46			46 00
171	14	14			28 00	251	3	21			24 00
172	1	56			57 00	252		60			60 00
173	13	27			40 00	253	4	31			35 00
174	32	84			106 00	254	16	20			36 00
175	14	15			29 00	255	8	13			21 00
176			16		16 00	256	20	17			37 00
177	14	33			47 00	257		29			28 00
178	51	51			102 00	258	4		22		26 00
179	65	41			106 00	259					
180	10	6			16 00	260	4	24			28 00
181	1	18			19 00	261			23		23 00
182	6	21			27 00	262	17	7			24 00
183					183 00	263		10			10 00
184	13	19			32 00	264	1	31			32 00
185					265 00	265		36			36 00
186	14	20			34 00	266			32		32 00
187	2	10			12 00	267	10	10			20 00
188			52		52 00	268	25	21			46 00
189			33		33 00	269	10	23			33 00
190	23	17			40 00	270	36	34			70 00
191	44	19			63 00	271		19			19 00
192			17		17 00	272	1	24			25 00
193	6	17			23 00	273		34			34 00
194	6	27			33 00	274		15			15 00
195	11	42			53 00	275	15	8			23 00
196			28		28 00	276	5	14			19 00
197			28		28 00	277	8	11			19 00
198	9	11			20 00	278	24				24 00
199		25			25 00	279	15	7			22 00
200	11	14			25 00	280	5	24			29 00
201	31				31 00	281	13	22			35 00
202	22	31			53 00	282	13	10			23 00
203	16	29			45 00	283	8	23			31 00
204	6	7			13 00	284	6	26			32 00
205	41	38			79 00	285	3	15			18 00
206	19	8			27 00	286	9	44			53 00
207	3	47			50 00	287	10	21			31 00
208	31				31 00	288		17			17 00
209	5	18			23 00	289	5	11			16 00
210	4	31			35 00	290	8	12			20 00
211	3	49			52 00	291	26	19			45 00
212	8	26			34 00	292	6	12			18 00
213	6	16			22 00	293	5	26			31 00
214	11	25			36 00	294		19			19 00
215	44	44			44 00	295		21			21 00
216	24	61			85 00	296		22			22 00
217	12	18			30 00	297	4	15			19 00
218	43	26			69 00	298		23			23 00
219	3	39			42 00	299		17			17 00
220	6	35			41 00	300			26		26 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm't	Assessm't 18.	Assessm't 19.	TOTAL.	Lodge Nos.	Back Assessm't	Assessm't 18.	Assessm't 19.	TOTAL.
301					307				
302	\$2	\$14		16 00	308				
303		11		11 00	309				
304		11		11 00	310				
305	7		\$7	14 00	311				
306					312	\$12			\$12 00

Balance on hand May 1 \$17,596 50
Received during month 16,484 00

Total \$34,080 50

By claims 153, 154, 155, 156, 157, 158, 159, 160,
161, 162 and 163 \$16,500 00

Balance on hand June 1 17,580 50

Respectfully submitted.

EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. Sargent Grand Master
Terre Haute, Indiana.

J. J. Hannahan Vice Grand Master
Box 655, Englewood, Ill.

E. V. Debs Grand Secretary and Treasurer
Terre Haute, Indiana.

J. J. Hannahan Grand Organizer and Instructor
Box 655, Englewood, Ill.

TRUSTEES.

W. F. Hynes Denver, Col.
C. A. Cripps Vincennes, Ind.
A. H. Tucker Mason City, Iowa

EXECUTIVE COMMITTEE.

H. Walton Chairman Philadelphia, Pa.
W. E. Burns, Secretary Chicago, Ill.
F. W. Dyer St. Paul, Minn.
C. A. Wilson Jersey City, N. J.
Sid. Vaughan Toronto, Ont.

Subordinate Lodges.

- DEER PARK; Port Jervis, N. Y.**
Meets every Sunday at 2 P. M.
C. E. Barkman, Box 28 Master
J. E. Cook, Box 215 Secretary
C. E. Barkman Financier
- HAND IN HAND; Providence, R. I.**
Meets 2d Monday of each month.
W. A. Aldrich, Box 174, Central Falls, R. I. Master
C. E. Harmon, E. Providence, R. I. Secretary
T. B. Wardwell, 28 Common St Financier
- ADOPTED DAUGHTER; Jersey City, N. J.**
Meets 2d and 4th Sundays, Cor. Grove and Fourth
Sts.
E. P. Hutton, 61 Grand St Master
R. H. Roden, 72 Erie St Secretary
G. Auchter, 205 Third St Financier
- GREAT EASTERN; Portland, Maine.**
Meet at 53 Temple St., Cor. Congress St., in Con-
gress Hall, 1st and 3d Sundays at 1 P. M.
F. A. Huff, 49 Hanover St Master
L. P. Bailey, 26 May St Secretary
W. O. Small, 12 Brown street Financier
- CHARITY; St. Thomas, Ontario.**
Meets every Tuesday.
D. T. O'Shea, Box 784 Master
J. H. Holman, Box 784 Secretary
T. L. Hoyt, Box 784 Financier
- PRIDE OF THE WEST; Desoto, Mo.**
Meets 1st and 3d Mondays at 1 P. M.
J. Tully Master
G. Cheney Secretary
R. H. Lanban Financier

- POTOMAC; Washington, D. C.**
Meets Cor. 13½ and E St. N. W., 1st and 3d Thurs-
days at 1 P. M. sharp
J. B. May 477½ F. St. S. W. Master
H. A. Wilvert, 807 Sixth St. S. W. Secretary
P. P. Luddy, 426 4½ St., S. W. Financier
- RED RIVER; Denison City, Texas.**
Meets 1st and 3d Saturdays at 2 P. M. and 2d
and 4th Saturdays at 8 P. M. in K. of L. Hall.
C. Cain, Box 638 Master
S. M. Babb, L. Box 168 Secretary
A. T. Eckstrom, Box 189 Financier
- FRANKLIN; Columbus, Ohio.**
Meets 1st Monday and 3d Tuesday at 7:30 P. M.
W. J. Evans Master
C. C. Coit, 204 Baird St. Secretary
J. D. Coffey, 122 N. 20th St. Financier
- FOREST CITY; Cleveland, Ohio.**
Meet every other Sunday at 182 Ontario St., at 2
P. M.
J. Saunders, 58 Merchants' Ave. Master
T. P. Smith, 31 Jessie St Secretary
A. H. Buse, 63 Brayton St S S Financier
- EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays at 2 P. M.
N. Strouse, 547 Fayette St. Master
C. W. Vannatta Secretary
J. W. Sinclair, L. Box 96 Financier
- BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 198 Seneca St.
F. H. Coe, 4 Hickory St. Master
Wm. J. Bruman, 385 Swan St Secretary
A. L. Jacobs, 543 S. Division St Financier
- WASHINGTON; Jersey City, N. J.**
Meet 4th Sunday at 10:30 A. M. in Masonic Hall.
J. Bruce Master
F. R. Degroff, 260 Communipaw
avenue Secretary
C. A. Wilson, 147 Pacific Ave Financier
- EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. over 34 Washing-
ton St., fourth floor.
W. Lindeman, L. B. & W. shops Master
J. Zahm, 193 Bates St Secretary
Wm. Hugo, 79 N. Noble St Financier
- ST. LAWRENCE; Montreal, Canada.**
Meets alternate Sundays at 2:30 P. M.
T. Clark, 19 Conde St Master
E. Upton, 7 Burgeols St Secretary
T. A. Dickson, 72 Mullin St Financier
- VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
O. E. Fox, 1326 Sycamore St. Master
J. F. O'Reilly, 617 N. 5th St Secretary
C. A. Bennett, 707 N. 8th St Financier
- OLD POST; Vincennes, Ind.**
Meets in K. of P. Hall, every Sunday at 2 P. M.
C. Appel, Box 473 Master
D. W. Moses, Seymour, Ind. Secretary
C. A. Cripps Financier
- WEST END; Slater, Mo.**
Meets every Saturday at 7:30 P. M.
E. H. Banard Master
G. W. Michel Secretary
G. W. Michel Financier
- TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:30 P. M.
A. Pollock, Box 8 Master
W. J. Patten, Box 8 Secretary
H. M. Johnson, Box 8 Financier
- STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15
P. M.
W. Zerwick, Box 252 Master
G. C. Wells, Box 117 Secretary
G. C. Wells, Box 117 Financier
- INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M. S. W. cor.
Broadway and Carroll Sts.
A. Williams, 1540 Gratiot St. Master
H. Blocker, 1822 Menard St Secretary
W. A. Murphy, 1500 Poplar St Financier

- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
R. C. Burns, Box 78 Master
L. Sullivan, Box 887 Secretary
W. Rundel, Box 845 Financier
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Sundays.
J. Conlin Master
G. Watts Secretary
T. H. Williams, Box 37 Financier
- 24. GREAT WESTERN; Parsons, Kansas.**
Meet in K. of L. Hall every Wednesday at 2 P. M.
A. P. Fraker Master
C. T. Peffer Secretary
L. D. Harrington, Box 338 Financier
- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays.
W. H. Fuller, L. Box 814 Master
O. Dougherty Secretary
T. W. Smith, Box 686 Financier
- 26. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays at 7:30 P. M.
C. H. Williams, Jr., Box 954 Master
C. G. Simmons Secretary
S. W. Dixon, Box 1236 Financier
- 27. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d and 4th Sundays.
W. C. Byers, 332 F Ave. W. Master
L. S. Getts Secretary
W. R. Graves, 504 2d St., West Financier
- 28. ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
W. S. Dolson, Box 827 Master
H. B. Maxwell Secretary
W. Thompson Financier
- 29. CERRO GORDO; Mason City, Iowa.**
Meets S. E. cor. 2d and Commercial St.
P. A. Loveland, Box 638 Master
J. Fulton Secretary
A. H. Tucker Financier
- 30. CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E.
Waterloo, 1st and 3d Sundays at 2 P. M.
H. F. Gates Master
H. Conoughy Secretary
R. A. Corson, Box 406 Financier
- 31. R. B. CENTRE; Atchison, Kansas.**
Meet cor. 3d and Commercial St., at 2 P. M.
F. Johnson, 718 N St. Master
C. H. Salisbury, 108 N. Liberty St. Secretary
F. W. Pausch, 1001 Commercial St. Financier
- 32. BORDER; Ellis, Kansas.**
J. Hardesty, Box 234 Master
T. McMahon, Box 230 Secretary
G. M. McClure, Box 205 Financier
- 33. SUCCESS; Trenton, Mo.**
Meets 1st and 3d Mondays at 2 P. M. and 2d and
4th Mondays at 7 P. M.
D. Rice Master
D. Cheshier Secretary
D. Cheshier Financier
- 34. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. Keith Master
F. A. Kinch, Box 381 Secretary
W. L. Smith, Box 1312 Financier
- 35. AMBOY; Amboy, Ill.**
Meets 1st and 3d Sundays at 8 P. M.
W. A. Gascoigne Master
J. F. Maloney, Box 389 Secretary
G. W. Bainter, Box 498 Financier
- 36. TIPPECANOE; Lafayette, Ind.**
Meets every Sunday at 2 P. M.
J. D. Wright, 48 Romic St. Master
E. E. Crusey, 137 N. 8th St. Secretary
W. H. Willoughby, 28 N. 3d St. Financier
- 37. NEW HOPE; Centralia, Ill.**
Meets 1st and 3d Sundays at 2 P. M., in Engineer's
Hall, Broadway, bet. Chestnut and Walnut.
J. M. Shepherd, Box 554 Master
C. A. Posten Secretary
C. H. Randall Financier
- 38. AVON; Stratford, Ontario.**
Meet in A. O. F. Hall 1st and 3d Sundays at 2 P. M.
E. A. Ball, Box 318 Master
J. Burk Secretary
G. Nursey, Box 318 Financier
- 39. TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M. in Engineer's
Hall.
W. T. Clark, Box 874 Master
G. J. M. Colburn, Box 113 Secretary
G. J. M. Colburn, Box 113 Financier
- 40. BLOOMING; Bloomington, Ill.**
Meets 910 W. Chestnut St., every Tuesday evening.
at 7:30 P. M.
E. Browning, 714½ W. Washington St. Master
W. Cavanaugh, 902 N. Lee St. Secretary
W. Cavanaugh, 902 N. Lee St. Financier
- 41. ONWARD; Dickinson, Dakota.**
Meets every Sunday at 7:30 P. M.
J. Taylor, Box 233, Mandan, Dak. Master
W. F. Cunningham Secretary
W. F. Cunningham, L. Box 215 Financier
- 42. ELMO; Madison, Wis.**
Meets 2d and 4th Sundays.
M. O'Loughlin, 607 W. Dayton St. Master
J. L. Cashen, 402 W. Wilson St. Secretary
W. D. Scampton, 911 W. Johnson St. Financier
- 43. ST. JOSEPH; St. Joseph, Mo.**
Meets 2d and 4th Sundays at 2:30 P. M.
J. E. Shortell, 705 So. 10th St. Master
J. Widner, 2314 So. Sixth St. Secretary
J. Hyndman, 2216 S. 8th St. Financier
- 44. F. W. ARNOLD; East St. Louis, Ill.**
Meets in Jackiesch Hall alternate Tuesdays, 7:30
P. M.
J. T. Sullivan, Box 116 Master
M. J. Cunningham, Box 112 Secretary
J. Bisson, L. Box 38 Financier
- 45. ROSE CITY; Little Rock, Ark.**
Meets every Monday at 7:30 P. M.
W. N. Horton, 1704 W. 3d St. Master
H. H. Burrus, 1223 W. 4th St. Secretary
T. A. Howell, 1704 W. 3d St. Financier
- 46. CAPITAL; Springfield, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
M. Hogan, 208 N. 14th St. Master
J. Shafer, 1209 So. 5th St. Secretary
J. Summerhill, 1417 E. Munro St. Financier
- 47. TRIUMPHANT; Chicago, Ill.**
Meet N. W. Cor. LaSalle and Adams St., Hall C.
1st Sunday at 2 P. M. and 3d Saturday at 7:30
P. M.
W. H. Giff, 263 Maxwell Ave. Master
H. Schilling, 3247 Dearborn St. Secretary
E. J. McGuirk, 3 E Washington St. Financier
- 48. W. F. HYNES; Peoria, Ill.**
Meet at 105 S. Adams St. 1st and 3d Sundays at 2
P. M.
R. Wambacher, 823 N. Washington St. Master
W. A. McMillan, 343 New St. Secretary
G. C. Watt, 617 1st St. Financier
- 49. J. M. RAYMOND; Decatur, Ill.**
Meet Cor. R. R. Ave. and Eldorado St. every Sun-
day at 3 P. M.
H. F. Davis, 543 N Morgan St. Master
L. Litterer, 410 Mason St. Secretary
L. Miesse, 1021 E. Eldorado St. Financier
- 50. GARDEN CITY; Chicago, Ill.**
Meet Cor. 7th and State Sts. 1st and 3d Satur-
days at 8 P. M.
J. E. Davis, 163 E. Harrison St. Master
W. C. Wright, Auburn Junction, Ills. Secretary
A. S. McAllister, 4904 S. Dearborn St. Financier
- 51. FRISCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Ma-
sonic Hall.
G. W. Salzman Master
E. A. Bush, Box 291 Secretary
G. E. Dilliard, Box 264 Financier
- 52. GOOD WILL; Logansport, Ind.**
Meet Cor. 12th and Spear Sts. Sundays at 2 P. M.
S. W. Shaver Master
W. H. Green, L. Box 626 Secretary
E. H. Laing, L. Box 626 Financier

- 53. EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays at 2:30 P. M., in A. O. U. W. Hall.
J. B. McNeill, Box 1210 Master
W. Gilpin, Box 1428 Secretary
H. Wiebrecht, Box 737 Financier
- 54. ANCHOR; Moberly, Mo.**
Meet in Supplies' Hall every Tuesday at 7:30 P. M.
W. P. Carlisle, Box 802 Master
L. T. Burton, Box 785 Secretary
R. A. Blades, L. Box 1474 Financier
- 55. BLUFF CITY; Memphis, Tenn.**
Meet 2d and 4th Thursdays nights Cor. 2d and Adams Sts.
T. Fox, L. & N. Shops Master
M. J. Cody, L. & N. Shops Secretary
W. A. Ashley, L. & N. Shops Financier
- 56. BANNER; Stansberry, Mo.**
Meets every Saturday at 7 P. M.
J. J. Smith Master
S. A. Briggs Secretary
W. E. Baldwin, L. Box 400 Financier
- 57. BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays at 10 A. M.
A. W. Spurr, 76 Hammond street Master
E. E. Roundy, 26 Chapman St., Charles town, Mass. Secretary
J. C. Edwards, 19 Russell St., Bunker Hill District, Boston. Financier
- 58. SACRAMENTO; Rocklin, Cal.**
Meet every Sunday at 2 P. M. in Masonic Hall.
L. G. Jeardau Master
J. P. Clark, Box 68 Secretary
G. W. Culver Financier
- 59. ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday night.
M. Zumburum Master
H. L. Foster Secretary
W. Henthorn Financier
- 60. UNITED; Philadelphia, Pa.**
Meet at 2204 Marshall St. alternate Sundays at 9:30 A. M.
T. Jeffries, 307 Diamond St Master
J. A. Minges, 1714 W. Front St Secretary
J. Shepherd, 2510 Alder St Financier
- 61. MINNEHANA; St. Paul, Minn.**
Meets 2d and 4th Sundays at 3 P. M.
L. Sharpless, Jr., 682 Armstrong st Master
F. Maher, 221 Penn ave Secretary
F. E. LeClaire, 198 Granite St Financier
- 62. VANBERGEN; Carbondale, Pa.**
Meet at Odd Fellows' Hall, Cor. Church and Raftery Sts., 2d and 4th Sundays at 3 P. M.
A. W. Bayley Master
T. McCauley Secretary
O. E. Histed, L. Box 783 Financier
- 63. HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
S. D. Moore, Box 1202 Master
H. J. Boha, Box 772 Secretary
J. Wakeley, Box 772 Financier
- 64. SIOUX; Sioux City, Iowa.**
Meets cor 4th and Douglas Sts 2d and 4th Sundays.
G. Martin Master
W. E. Shipman, Box 384 Secretary
L. B. Cutting, Box 127, St. James, Minn. Financier
- 65. FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 348 Master
V. B. Tooke Secretary
L. A. Ballard Financier
- 66. CHALLENGE; Belleville, Ontario.**
Meet 2d and 4th Sundays at 2:30 P. M. at 223 Station St.
J. Muir, G. T. Ry Master
C. Spry, G. Secretary
J. Logue, Box 10, Bellville Stn., Ontario. Financier
- 67. DOMINION; Toronto, Canada.**
Meet in Occident Hall 1st and 3d Sundays at 2:30 P. M.
R. Reid, 31 Leonard ave Master
W. C. Farrance, 68 Dennison ave Secretary
J. Pratt, 73 Huron St. Financier
- 68. EAU CLAIRE; Eau Claire, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
M. E. Cuddy, Altoona, Wis. Master
C. H. Dexter, Box 43, Altoona, Wis. Secretary
W. A. Carter, Box 156, Altoona, Wis. Financier
- 69. ISLAND CITY; Brockville, Ontario.**
Meet alternate Thursdays at 7:30 P. M. King St., over Barnes' Dry Goods Store.
F. W. Barr Master
W. H. Parsley Secretary
T. Shields, Box 558 Financier
- 70. LONE STAR; Longview, Texas.**
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. P. Wesley, L. Box 411 Master
I. H. Stout, L. Box 411 Secretary
O. P. Cuberly, L. Box 411 Financier
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meet 2d and 4th Sundays at 7 P. M. at B. of L. E. Hall.
C. C. Bunker, Box 672 Master
J. E. Ryan, Box 637 Secretary
P. Stillwell, Box 656 Financier
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays at 2 P. M.
W. Rule, 14 Hudson St Master
Wm. Laird, 439 Mickle St Secretary
J. Gibbs, 24 Hudson St Financier
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 1 P. M.
L. C. Wilson, 79 Harrison St Master
G. T. Craft, 7 Salem St Secretary
G. F. Newton, 6 Riley St Financier
- 74. KANSAS CITY; Kansas City, Mo.**
Meet at 1215 N. 9th St. alternate Mondays at 7:30 P. M.
L. F. Stephens, N. E. Cor. 8th and Woodland Ave Master
W. Piercey, 1854 Liberty St., W. Kansas City Mo. Secretary
M. Hurley, 1490 Wyoming St Financier
- 75. ENTERPRISE; Philadelphia, Pa.**
Meet N. E. Cor. 39th and Market Sts. alternate Sundays at 1 P. M.
A. S. Groff, 128 N. 32d St. Master
H. Walton, 4080 Spring Garden St Secretary
F. Dupell, 743 N. 37th St. Financier
- 76. NEW ERA; Barnesville, Minn.**
Meets 2d and 4th Sundays at 2 P. M.
J. Myler Master
J. M. Glasby, Box 26 Secretary
J. M. Hamm Financier
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M., in B. of L. F. Hall, 375 Larimer st.
H. Salmon, Box 1828 Master
W. F. Brundage, 222½ Larimer St Secretary
O. W. Richardson, Box 2472 Financier
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets 1st and 3d Saturdays at 7:30, in K. P. hall.
M. Dolan Master
C. W. Goodwin, 620 Summit St. Secretary
W. Holcroft, 1006 E Ninth St Financier
- 79. J. M. DODGE; Roodhouse, Ill.**
Meet in B. of L. E. Hall 2d and 4th Sundays and 1st and 3d Mondays.
R. Carroll Master
W. E. S. Gibson, Box 1134 Secretary
J. Hyndman Financier
- 80. SELF HELP; Aurora, Ill.**
Meets over Nos. 8 and 10 Broadway.
S. E. Tucker, Box 1172 Master
W. B. Miller, Box 2071 Secretary
G. Goding, Box 252 Financier
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
W. Lincoln, Box 752 Master
W. J. Baln, Box 1856 Secretary
W. F. Ripson, Box 1827 Financier
- 82. NORTHWESTERN; Minneapolis, Minn.**
Meet Cor. Nicollet Ave. and 3d St. 1st Saturday at 7:30 P. M. and 3d Sunday at 2 P. M.
F. X. Holl, 1301 2d St. So Master
W. T. Nichel, 1819 3d Ave. N. Secretary
W. E. Richmond, 820 N. Girard Ave Financier

- 83. TRINITY; Fort Worth, Texas.**
Meet in B. of L. F. Hall 1st and 3d Sundays at 8 P. M. and 2d and 4th Fridays at 8 P. M.
J. G. Nash, L. Box 406 Master
P. J. Kiltson Secretary
R. L. Craig, L. Box 406 Financier
- 84. CALHOUN; Battle Creek, Mich.**
Meets 1st Monday at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Engineers' Hall.
W. Buckley, Box 382 Master
D. Coughlin, Box 717 Secretary
T. W. Taylor, Box 1800 Financier
- 85. FARGO; Fargo, Dakota.**
Meet Cor. Robert and Second Aves. 2d and 4th Sundays at 2 P. M.
E. T. Gallagher, Box 1246 Master
R. Roggeveen, L. Box 1026 Secretary
A. Bassett, Box 1796 Financier
- 86. BLACK HILLS; Laramie City, Wyoming.**
Meet at 7:30 P. M. Friday evening in K. L. Hall.
W. Rich Master
J. Costin, Box 165 Secretary
W. Konold Financier
- 87. SUMMIT; Rawlins, Wyoming.**
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
T. F. Croake Master
J. A. Measures Secretary
G. Jordan Financier
- 88. MORNING STAR; Evanston, Wyoming.**
Meets every Sunday at 2:30 P. M. in I. O. O. F. Hall.
A. Payne, Box 109 Master
H. N. Bodine Secretary
H. Honn Financier
- 89. SILVER STATE; Carlin, Nevada.**
Meets Tuesday evenings in Firemen and Engr's hall
W. R. Capell Master
Wm. Ten Eyck Secretary
B. F. Rondebush Financier
- 90. SAN DIEGO; National City, Cal.**
Meets 2d and 4th Sundays in Drango's Hall at 2 P. M.
R. V. Dodge, Box 317, San Diego Master
J. M. Dodge, Box 317, San Diego Secretary
R. V. Dodge, Box 317, San Diego Financier
- 91. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 7 P. M. and 3d Sunday at 11 A. M., Cor. Valentine and 16th Sts.
J. Hewitt, S. P. R. R. Shops Master
W. G. Bradshaw, 2851 16th St. Secretary
W. G. Bradshaw, 2851 16th St. Financier
- 92. FRONTIER CITY; Oswego, N. Y.**
Meets 2d and 4th Sundays at 2 P. M., in Ontario & Western Passenger Depot.
J. Terrott, 50 E. Ninth St. Master
G. E. McCathron, 224 W. 6th St. Secretary
S. C. Forsyth, 166 W. Utica St. Financier
- 93. GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
H. Schwartz, 1013 Bank St. Master
M. L. Ebersol, 1213 Bank St. Secretary
J. H. Carter, 620 S. Main St. Financier
- 94. CACTUS; Tucson, Arizona.**
Meet Cor. Pennington and Tool Ave. 1st and 3d Tuesdays at 7 P. M.
J. C. Stout, Box 218 Master
A. W. McQueen, Box 218 Secretary
C. W. Wilcox, Box 218 Financier
- 95. CHICAGO; Chicago, Ill.**
Meet 1st Tuesday and 3d Friday at 7:30 P. M. and last Sunday at 9:30 A. M. at 237 Milwaukee Ave.
J. F. Cantlon, 142 Front St. Master
C. F. Jackson, 182 N. May St. Secretary
C. A. Miller, 643 N. Robey St. Financier
- 96. ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays, in Engineer's hall, Main St., bet. 12th and 13th sts.
G. Liebtag, Box 665 Master
D. W. Davidson, Box 665 Secretary
J. Quinn, Box 239 Financier
- 97. ORANGE GROVE; Los Angeles, Cal.**
Meets the 1st, 10th and 20th at 2 P. M.
H. C. Hall, Box 72 Master
W. P. Styles, Box 72 Secretary
F. C. Bishop, Box 72 Financier
- 98. PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday.
F. J. Coker Master
E. J. Turner Secretary
A. Ludlam, Wells, Nev. Financier
- 99. ROCHESTER; Rochester, N. Y.**
Meets 2d and 4th Wednesdays at 8 P. M.
J. W. Milliman, 6 Hubbell Park Master
D. C. Frost, 495 E. Main St. Secretary
G. Kingsley, 22 Upton Park Financier
- 100. ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
W. Allsop Master
J. H. Fenwick Secretary
J. H. Fenwick Financier
- 101. ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Engineer's Hall.
M. Deguan, Box 404 Master
F. A. Neely Box 476 Secretary
J. F. Bryan, L. Box 319 Financier
- 102. CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M., S. E. cor. Sycamore and Sixth St.
J. W. Combs, 1321 Buchanan St. Master
C. M. Krull, C. R. I. & P. Engine House. Secretary
F. Warrick, C. R. I. & P. Engine House. Financier
- 103. FALLS CITY; Louisville, Ky.**
Meet every Thursday at 2 P. M., S. E. cor. 10th and Walnut Sts., in Calgan's Hall.
C. Carroll, 1207 Churchill St. Master
J. M. Burnett 1206 Lane St. Secretary
W. Wynn, 17 12th St. Financier
- 104. "OLD KENTUCK;" Ludlow, Ky.**
Meet at I. O. O. F. Hall 1st and 3d Thursdays at 7 P. M.
J. Connelly, Box 3 Master
J. D. Smith Secretary
C. Smith Financier
- 105. PROGRESS; Galesburg, Ill.**
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M. in Engineers' Hall, N. side Main St.
S. D. Lowe, 716 So. Chambers St. Master
C. G. Nelson, 522 N. Seminary St. Secretary
J. L. Weeks, 438 So. Academy St. Financier
- 106. KEY CITY; Dubuque, Iowa.**
Meets over the C. M. & St. P. Depot 2d and 4th Sundays at 7:15 P. M.
D. Schaffner, 1974 Jackson St. Master
Wm. D. Mason, 420 High St. Secretary
J. P. Sandry, 142 High St. Financier
- 107. ECLIPSE; Gallon, Ohio.**
Meets every Thursday at 7:30 P. M. in B. L. E. Hall, cor. W. Main St. and Public Square.
C. H. Ness Master
E. W. Armor, Box 701 Secretary
J. A. Farnworth, Box 283 Financier
- 108. PIONEER; Chama, New Mexico.**
Meet in D. & R. G. Passenger Depot every Wednesday at 7:30 P. M.
G. Mack, Box 20 Master
W. Gordon, Box 20 Secretary
H. Berndt, Box 17 Financier
- 109. PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays at 7:30 P. M.
L. Fisher, 214 S. Beaumont St. Master
W. M. White, 710 S. Broadway Secretary
J. L. Pate, 2908 Rutger St. Financier
- 110. OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield Sts.
J. R. Gordon, L. Box 235 Master
A. J. Craft Secretary
E. Stauffer Financier

- 111. BEACON; Mattoon, Ill.**
Meets in B. L. E. Hall every Tuesdays at 7:30 P. M.
R. W. O'Brien, Box 45 Master
M. J. Hefferman Secretary
C. J. Singleton, Box 50 Financier
- 112. EVENING STAR; Mt. Vernon, Ill.**
Meet 1st and 3d Sundays at 8:30 P. M. in Masonic Hall.
S. R. Wild Master
J. C. Branham Secretary
J. C. Branham Financier
- 113. CLARK-KIMBALL; Eagle Rock, Idaho.**
Meets every Thursday at 7:30 P. M. in Engineer's Hall.
G. L. Oram, Box 41 Master
L. S. Harris, Box 41 Secretary
T. Moore, Box 41 Financier
- 114. MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M.
H. Gutch Master
A. Heenan, Box 85 Secretary
R. N. Wind, Box 354 Financier
- 115. GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays.
H. L. Briggs, 564 E. Church St Master
J. Killen, Post Office St, near 36th Secretary
W. Powell, Broadway and 38th Sts Financier
- 116. ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays.
M. D. Anderson Master
J. L. Gray Secretary
O. Blodgett Financier
- 117. BEAVER; London, Ontario.**
Meets 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.
G. Angles, 385 Grey St Master
R. Lister, 315 Grey St Secretary
S. T. Fletcher, 221 Maitland St Financier
- 118. STAR OF THE EAST; Richmond, Quebec.**
Meets in Pierson's Hall Wednesdays at 7:30 P. M.
J. Kelly, Richmond Station Master
G. A. Pearson, Richmond Station Secretary
J. Damant, Richmond Station Financier
- 119. COLONIAL; River du Loup, Quebec.**
Meets every Wednesday at 8 P. M.
G. Findlay, Hadlow Cove, S. Quebec Master
L. D. Poulin, I. C. Ry. Station Secretary
G. Findlay, Hadlow Cove, So. Quebec, Financier
- 120. FORTUNE; Syracuse, N. Y.**
Meet every Tuesday at 7:30 P. M. in C. M. B. A. Hall.
S. Mangano, 210 Otisco St Master
S. W. Watkins, Jr., 1½ Welch Block, Fabius St. Secretary
G. L. Roussen, 58 Gertrude St. Financier
- 121. FELLOWSHIP; Corning, N. Y.**
Meet 1st and 3d Sundays at 8 P. M. in K. of H. Hall
J. B. Orcutt Master
F. E. Hanmer Secretary
G. R. Quick, L. Box 232 Financier
- 122. H. B. STONE; Beardstown, Ill.**
Meets at 25 Federal St., over Manning & McKeown's Drug Store, every Tuesday at 7:30 P. M.
D. A. Sherman, Box 148 Master
H. Henson, Box 397 Secretary
W. W. Seeley, Box 331 Financier
- 123. OVERLAND; Omaha, Neb.**
Meets every Wednesday at 7 P. M.
T. Anderson, U. P. round house Master
E. E. Fair, 1212 Pierce St Secretary
James B. Fair, 912 So 12th St Financier
- 124. PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays.
H. Draper Master
B. H. Giles Secretary
H. A. Draper Financier
- 125. GUIDE; Marshalltown, Iowa.**
Meets 2d and 4th Sundays at 1:30 P. M.
J. M. Speers Master
F. W. Snyder Secretary
M. Kelleher Financier
- 126. COMET; Austin, Minn.**
Meet at 102 Main St. 2d and 4th Sundays at 3 P. M.
P. F. McNamara Master
F. A. Fairbanks Secretary
P. M. Chambers Financier
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets 1st Wednesday and 3d Sunday.
J. F. Marshall, C. P. R. R. shops Master
J. Barnes, 184 Ross St Secretary
J. G. Jonah, 228 McWilliams St Financier
- 128. LANDMARK; Glendive, Montana.**
Meets 1st and 3d Sundays at 2 P. M.
J. W. Clayton, Box 24 Master
T. J. Pollard, Box 55 Secretary
W. Jones, Box 55 Financier
- 129. MINERAL KING; Escanaba, Mich.**
Meet 2d and 4th Sundays at 2 P. M. in B. of L. E. Hall.
G. W. Siminon, Box 426 Master
M. Shields, Box 195 Secretary
R. E. Gorham, Box 422 Financier
- 130. GUIDING STAR; Milwaukee, Wis.**
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
A. Knapp, 434 Barclay St Master
G. Tripp, 358 Jackson St Secretary
H. L. Nichols, 344 VanBuren St Financier
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meet in Redfield's Hall 2d and 4th Sundays at 2:30 P. M. and 1st and 3d Fridays at 7 P. M.
M. J. Moore Master
W. S. Collins Secretary
W. S. Collins Financier
- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meet in Howell's Hall, Broadway, Depot Block, 1st and 3d Sundays at 2:30 P. M.
J. H. Howell, Box 7 Master
W. J. Coleman, Box 7 Secretary
G. W. Parmenter, Box 111 Financier
- 133. SPRAGUE; Sprague, Washington Ty.**
Meets in Masonic hall, 2d and 4th Sundays.
J. Miller Master
M. E. Montgomery Secretary
H. C. Swain, Box 97 Financier
- 134. EASTMAN; Farnham, Quebec.**
Meets 2d Mondays at 8 P. M. and 4th Sundays at 9 P. M.
L. Robinson, Farnham, Quebec Master
H. E. Cowan Secretary
E. W. Gibson, Farnham, Que Financier
- 135. NEW YEAR; El Paso, Texas.**
Meet in B. of L. F. Hall every Tuesday at 7 P. M.
W. Cowan, Box 184 Master
N. H. Luff, Box 184 Secretary
J. M. Barton, Box 184 Financier
- 136. J. SCOTT; Port Hope, Ontario.**
Meet north side Wilton St., two doors west of Mechanic Institute, alternate Sundays at 2 P. M.
T. A. Pratt, Box 166 Master
J. McMahon, Box 166 Secretary
R. M. Johnson, Box 166 Financier
- 137. PROTECTION; Eldon, Iowa.**
Meets 2d and 4th Mondays.
W. T. Brown Master
J. Hull Secretary
L. C. Allen Financier
- 138. UNION; Freeport, Ill.**
Meet in A. O. V. F. Hall 2d and 4th Sundays at 2 P. M.
J. Flack, Box 1801 Master
S. Shaughnessy, Box 1489 Secretary
H. Stow, Box 1287 Financier
- 139. MT. WHITNEY; Tulare, Cal.**
Meets every Sunday at 2 P. M.
P. A. Murray Master
J. J. Norton Secretary
W. M. Cole, L. Box 242 Financier
- 140. MOUNT OURAY; Salida, Colo.**
Meets every Monday at 7:30 P. M., in Masonic Hall.
H. N. Lowry, Box 176 Master
J. L. West, Box 39 Secretary
J. P. Sappington, L. Box 509 Financier

- 141. A. G. PORTER; Fort Wayne, Ind.**
Meets at 140 Calhoun St. every Wednesday at 7:30 P. M.
J. C. Short, 5 Pearl St. Master
A. J. Kohler, 34 Allen St. Secretary
W. R. Frederick, 415 Lafayette St. Financier
- 142. C. E. WHIPPLE; Toledo, Ohio.**
Meets 1st and 3d Sundays and 2d Wednesday, over 815 Broadway.
J. M. Gorman, 40 Middle St. Master
J. Higgins, Cor. Dix and Middle Sts. Secretary
G. W. Nesper, 420 Broadway Financier
- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal. 2d and 4th Wednesdays.
J. M. White, 1714 Lincoln St. Master
G. W. Randall, 817 E 10th St, E Oakland, Secretary
F. S. Small, 914 Wood St. Financier
- 144. SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st and 3d Saturdays at 8 P. M. in Patterson's Hall, I. C. R. Depot.
W. Bastin, Box 459 Master
F. Matherson, Box 448 Secretary
W. Bastin, Box 459 Financier
- 145. DAVY CROCKETT; San Antonio, Texas.**
Meet in K. P. Hall every Thursday at 2 P. M.
J. Sullivan, 1110 Ave. D. Master
H. M. Brown, 818 Ave. D. Secretary
H. M. Brown, 818 Ave. D. Financier
- 146. BAYOU CITY; Houston, Texas.**
Wm. Nary, T. & N. O. Shops Master
H. H. Daniels, T. & N. O. Shops Secretary
J. J. Sangster, 63 Centre St. Financier
- 147. MIDLAND; Temple, Texas.**
Meet in K. P. Hall every Sunday at 8 P. M.
W. R. Sherwood Master
T. J. Robbins Secretary
P. E. Corcoran Financier
- 148. SUNNY SOUTH; Tyler, Texas.**
Meets every Friday at 7:30 P. M.
J. Taaff Master
E. E. Smith Secretary
B. Cooney Financier
- 149. JUST IN TIME; New York, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 50th street.
G. Ford, 508 W. 125th St. Master
E. Chambers, 410 W. 101st St. Secretary
W. J. McColl, 952 6th Ave. Financier
- 150. S. M. STEVENS; Marquette, Mich.**
Meets 2d and 4th Sundays at 2 P. M., cor. Washington and 3d sts.
L. L. Hood, L. Box 217 Master
J. Loftus Secretary
L. L. Hood, L. Box 217 Financier
- 151. MAPLE LEAF; Hamilton, Ontario.**
Meet Cor. James and King William Sts. 1st and 3d Sundays at 2:30 P. M.
T. McHattie, 13 Mill St. Master
S. Roberts, 28 Locomotive St. Secretary
H. R. Hall, 63 Locomotive St. Financier
- 152. DUNLAP; Wells, Minn.**
Meets every Sunday at 3 P. M.
C. Ellingson, Box 60 Master
R. G. McCoy Secretary
W. A. Searles Financier
- 153. H. C. LOBB; Fort Scott, Kansas.**
Meets in I. O. O. F. Hall on Scott ave 1st and 3d Sundays at 3 P. M.
G. K. Bates, Box 310 Master
J. J. Lynch Secretary
H. L. Wright, Box 89 Financier
- 154. McKEEN; Ottawa, Kansas.**
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M.
H. H. Kelly Master
E. Wall Secretary
G. L. Northrup Financier
- 155. TEXAS BELLE; Greenville, Texas.**
Meets every Friday at 7:30 P. M.
J. W. Corn, L Box 184 Master
E. H. Sims, L Box 184 Secretary
L. Ryan, L Box 92 Financier
- 156. NECHES; Palestine, Texas.**
Meets every Saturday at 7:30 P. M.
H. M. Jones, Box 256 Master
C. H. Marshall Box 256 Secretary
E. Wilcox, Box 256 Financier
- 157. ECHO; Peru, Ind.**
Meets 1st and 2d Sundays at 2 P. M. and 3d and 4th Thursdays at 7 P. M., over Geves' Drug store on Broadway.
C. H. Wair Master
H. P. Matthews Secretary
Thos. H. Wade, Box 336 Financier
- 158. STANDARD; Detroit, Mich.**
Meets 2d and 4th Sundays at 2:30 P. M., at No. 47 Monroe ave., up stairs.
T. Teahan, 386 Fort St., E. Master
E. Heldenrich, 124 Hastings St. Secretary
J. Nopper, Adrian, Mich. Financier
- 159. W. H. THOMAS; Nashville, Tenn.**
Meets every Saturday at 7:30 P. M., cor. Union and Summer sts.
J. J. Clark, L. & N. Shops, E. Nashville, Tenn. Master
P. M. Heslon, N. & D. Shops Secretary
E. P. Bishop, Jr., 69 So Union St. Financier
- 160. C. J. HEPBURN; Evansville, Ind.**
Meets 2d and 4th Sundays at 2 P. M.
W. J. Torrance, 413 William St. Master
W. Winder, 1206 Walnut St. Secretary
A. J. Warner, 710 Upper 5th St. Financier
- 161. HERALD; Burlington, Iowa.**
F. W. Barlow, C. B. & Q. Round House. . . Master
W. B. Block, 225 Darwin St. Secretary
J. D. Hawksworth, 2003 Madison St. Financier
- 162. PROSPECT; Elkhart, Ind.**
Meet 3d Main St. 1st Sunday at 2 P. M. and every Wednesday at 7 P. M.
C. E. Wear Master
D. F. Wagner Secretary
P. A. Hamilton Financier
- 163. ETNA; Pine Bluff, Ark.**
Meets every Friday at 7 P. M., in Masonic Hall.
M. R. Carson, L Box 56 Master
J. J. Meehan, L. Box 56 Secretary
D. Hope, L Box 56 Financier
- 164. EEL RIVER; Butler, Ind.**
Meets in I. O. O. F. Hall, on Broadway.
E. A. Laughran, Box 247 Master
P. J. Richardson Secretary
J. Derck, Box 47 Financier
- 165. ROBERT ANDREWS; Andrews, Ind.**
Meets every Sunday at 2 P. M.
A. J. Boughton Master
T. Cunningham, Box 799 Secretary
M. E. Davis Financier
- 166. WM. HUGO; Huntington, Ind.**
F. Holland, Box 871 Master
D. H. Fenton, Box 325 Secretary
C. E. Wyman, Box 499 Financier
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meet at I. O. O. F. Hall every Monday at 7 P. M.
G. M. Thompson Master
G. B. Leach Secretary
Ed E. Joslin, Box 109, Albina, Ore. Financier
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets in O'Neil's new building, 705 Rose St., 1st Sunday at 7 P. M. 3d Sunday at 2 P. M.
L. McHugh Master
G. Hiscox, 713 Caledonia St. Secretary
C. McCain, 802 Caledonia St. Financier
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets at Washington Hall, Arcade Building, Broad St.
H. Grover, Box 639 Master
J. A. Hammond Secretary
A. H. Spencer, Box 1025, Hornellsville, N. Y. Financier
- 170. PRAIRIE; Huron, Dakota.**
Meets 2d and 4th Sundays at 3 P. M.
S. P. Malone Master
D. Bartlett, Box 36 Secretary
E. Bonsteel Financier

- 171. SUNBEAM; Truro, Nova Scotia.**
Meets 2d and 4th Thursdays.
F. Geddes Master
T. Fitzgerald, 237 Campbell Road, Richmond, Halifax Secretary
F. M. White Financier
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays at 2 P. M. in Manchester Block.
J. Wilson, 140 Queen St. West Master
J. Smith, 672 Wellington St. Secretary
J. S. Ferguson, Rochesterville P. O., Ottawa, Ont. Financier
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday evening.
O. J. Sandford Master
F. M. Armstrong, L. Box 41 Secretary
A. C. Seely, Williams, Arizona Financier
- 174. HARRISBURG; Harrisburg, Pa.**
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
W. C. Taylor, 1506 N. 5th St. Master
H. O. Motter, 1537 Ridge Road Secretary
H. McNeal, 1208 Sixth St. Financier
- 175. TAYLOR; Newark, Ohio.**
Meet in P. O. S. of A. Hall 1st and 3d Tuesdays at 7 P. M.
R. C. Beall, Box C Master
J. Adkins, Box C Secretary
J. Adkins, Box C Financier
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
W. F. Gorman, Box 295 Master
A. G. Turlay, Box 41 Secretary
C. H. Porter, Box 41 Financier
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7 P. M.
J. Fink Master
G. M. Lovett Secretary
W. Kane, Box 184 Financier
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets over Desert National Bank, cor. 1st and Main Sts., every Saturday at 7:30 P. M.
J. C. Dunton, Box 586 Master
E. W. Foote, 76 W. 5th S. St. Secretary
P. T. Tibbs, 146 S. 3d W. St. Financier
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays at 3 P. M.
J. Robinson, 748 N. 10th St. Master
J. E. Gardner, Corner 9th and U St. Secretary
S. Walters, 437 S. 9th St. Financier
- 180. THREE STATES; Cairo, Ill.**
Meets every Sundays at 2:30 P. M.
M. S. Egan Master
Jno. Grundy Secretary
C. Hewitt, C. V. & C. R. R. Financier
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
J. Caudle Master
D. J. Nicoll Secretary
Jas. Nicholson Financier
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Pearl St.
T. F. Judge, 18 Hickory St. Master
G. W. Welch, 17th and Hickory Sts. Secretary
G. W. Miller, 229 W. 22d St. Financier
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets every Tuesday at 1:30 P. M., in Engineer's Hall.
J. M. Gaines, Box 152 Master
H. I. Miller, Box 154 Secretary
G. W. Moses, Box 73 Financier
- 184. LIMA; Lima, Ohio.**
Meet at 1 P. M. 2d and 4th Sundays, in Fitz' Block Third Floor.
P. A. Branson, Box 808 Master
E. L. Melhorn Secretary
C. M. Hufty Financier
- 185. FIDELITY; Delphos, Ohio.**
Meets every Sunday at 2 P. M.
W. Van Gelsen, Box 87 Master
J. Kuhns Secretary
H. Prilliman Financier

- 186. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 3834 State St., 1st and 3d Sundays at 2 P. M.
John Broderick, South Chicago, Ill. Master
J. L. Lee, 2416 LaSalle St. Secretary
G. H. Mitchell, 2245 Wentworth Ave. Financier
- 187. LITTLE GIANT; Charleston, Ill.**
Meets 1st and 3d Sundays at 2:30 P. M.
J. Traimor Master
H. T. Lyons Secretary
L. H. Linn, Box 402 Financier
- 188. S. S. MERRILL; Chicago, Ill.**
Meet 786 W. Lake St. 2d and 4th Sundays at 2:30 P. M.
J. K. Doherty, 156 Northwestern Ave. Master
E. P. Tobias, 975 W. Lake St. Secretary
H. Price, 1019 A Fulton St. Financier
- 189. BALDWIN; Ft. Howard, Wis.**
Meet in Nau's Block, Green Bay, Wis., every Sunday at 3 P. M.
E. B. Mayo, L. Box 4 Master
J. Woods, L. Box 352 Green Bay, Wis. Secretary
I. R. Johnson, Box 215 Financier
- 190. FERGUSON; Mitchell, Dakota.**
Meets 1st and 3d Sundays.
W. M. Smith Master
W. S. Crandell, Box 84 Secretary
H. O. Conkey, Box 223, Sanborn, Ia. Financier
- 191. CUSTER; Livingston, Montana.**
Meets every Wednesday at 7 P. M.
J. S. Foley, L. Box 16 Master
W. O'Neill Secretary
W. T. Field, L. Box 16 Financier
- 192. MT. TACOMA; New Tacoma, Washington Ty.**
Meets 2d and 4th Sundays.
C. W. Tullis Master
A. Geary, Box 526 Secretary
F. H. Andrews Financier
- 193. J. B. MAYNARD; Albina, Oregon.**
Meets 2d and 4th Sundays at 2:30 P. M.
H. W. Hall, Box 287, East Portland, Oregon. Master
H. W. Ingalls Secretary
E. C. Smith, Albina, Oregon Financier
- 194. BONANZA; Missoula, Montana.**
Meets 1st and 3d Sundays.
J. P. Case, L. Box 34 Master
J. A. Foster, L. Box 34 Secretary
W. E. Watson, L. Box 34 Financier
- 195. RE-ECHO; Shoshone, Idaho.**
Meet Cor. Post and Green Sts. every Sunday at 3
J. H. Woffington Master
J. Becker Secretary
D. Hill Financier
- 196. CLOUD CITY; Leadville, Colo.**
Meet in Haven & Beman's Block every Friday at 7:30 P. M.
E. G. Haskins, Box 330 Master
L. C. Cooper, Box 330 Secretary
W. H. Joyner, Box 330 Financier
- 197. RIVERSIDE; Savanna, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
W. S. Griffith, L. Box N Master
C. Latham, Box 446 Secretary
C. Latham, Box 446, Savanna, Ill. Financier
- 198. MAPLE CITY; Norwalk, Ohio.**
Meets in K. P. Hall 1st and 3d Sundays at 2 P. M.
L. R. Sherman Master
J. E. Houghton Secretary
T. H. Sheppard Financier
- 199. MAHONING; Youngstown, Ohio.**
J. H. Mulvey, 513 Burnett St. Master
D. Heinselman, 313 Henrietta St. Secretary
D. Heinselman, 313 Henrietta St. Financier
- 200. GREAT SOUTHERN; Meridian, Miss.**
Meets on Front St., every Monday at 7:30 A. M.
W. Fulcher Master
R. E. Stack, Box 463 Secretary
L. H. Munn Financier
- 201. FRIENDLY HAND; Jackson, Tenn.**
Meets 1st Wednesday and 3d Thursday at 7 P. M.
T. G. Emmons Master
D. W. Shea Secretary
J. D. Bledsoe Financier

- 202. SCIOTO; Chillicothe, Ohio.**
Meets 1st Sunday afternoon and 3d Monday evening.
D. Sheets Master
A. E. Maunsell, Box 1231 Secretary
S. A. Barker, Box 1231 Financier
- 203. GARFIELD; Garrett, Ind.**
Meets every Friday at 7 P. M.
T. H. Mowry, Box 287 Master
J. H. Reneman, Box 351 Secretary
H. Bradford, Box 116 Financier
- 204. MONTEZUMA; Las Vegas, New Mexico.**
Meets every Thursday at 7:30 P. M.
W. H. Barber, Box 45 Master
A. J. Armagost, Box 492 Secretary
A. W. Schuster, Box 45 Financier
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays in A. O. U. W. hall.
G. Atherton, 53 So. Kline St Master
H. A. Seellinger, 146 Jefferson St Secretary
J. R. Musselman, 79 Chandler St Financier
- 206. BLACK DIAMOND; Conneaut, Ohio.**
Meets 1st and 3d Wednesdays at 7 P. M.
G. M. Jones Master
H. Byron Secretary
O. E. Work Financier
- 207. LOYAL; Meadville, Pa.**
Meets 2d and 4th Wednesdays.
T. S. Taylor Master
J. McKee Secretary
A. Heckman Financier
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in Doran's Block, Main st., alternate Tuesdays and Saturdays.
J. J. Lannan, Box 131 Master
W. B. Smith Secretary
C. Anderson, Box 357 Financier
- 209. SARATOGA; Whitehall, N. Y.**
Meet in Arked Building.
T. Dorcal Master
J. McCarty Secretary
W. R. Combs Financier
- 210. 18-K; Schenectady, N. Y.**
Meets 1st and 3d Mondays at 7:30 P. M.
J. E. Van Vranken, Box 497 Master
T. Smith, Box 497 Secretary
G. T. Polmateer, 71 Park Place Financier
- 211. ONOKO; South Eastern, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
D. W. Henry, Wilkesbarre St Master
S. F. Milheim, 436 Center St Secretary
C. Long, 716 Main St Financier
- 212. EMPIRE; Watertown, N. Y.**
Meets 2d Monday at 7 P. M. and 4th Sunday at 2 P. M., in Good Templar's Hall, Public Square.
C. T. West, 55 Prospect St Master
J. E. Exner, 28 Meadow St Secretary
T. H. Lynch, 52 Stone St Financier
- 213. WEST SHORE; Frankfort, N. Y.**
Meet in Joslin Block every Tuesday at 7:30 P. M.
W. F. Wright, Box 554 Master
K. G. Gifford, Box 554 Secretary
M. E. Stafford, Box 554 Financier
- 214. ORIOLE; Baltimore, Md.**
Meets 2d and 4th Sundays at 2 P. M. at 75 Linden Ave.
C. S. Bowen, 261 N. Caroline St Master
L. G. West, 97 N. Bond St Secretary
J. W. D. Bowen, 97 N. Bond St Financier
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in Engineers' Hall, 1st and 3d Sundays.
A. L. Babcock Master
N. M. Burch, 457 Broadway Secretary
W. Powell, N. E. Corner 89th St. and Broadway Financier
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sundays at 2:30 P. M., at 129 Main street.
W. E. Taylor, 20 South St Master
F. S. Moore, 115 Myrtle St Secretary
W. H. Swinerton, 41 Winter St Financier
- 217. DERRICK; Oil City, Pa.**
Meets 2d Tuesday and 4th Wednesday, in G. A. R. hall, Center st.
J. A. Kennedy, Box 157 Master
J. J. Jefferson, Box 520 Secretary
F. Sleeper, Box 94 Financier
- 218. TWO RIVERS; Pittsburgh, Pa.**
Meet 2d and 4th Sundays at 2 P. M. at 102 4th Ave.
A. T. Richey, 319 Carson St., S. Side Master
W. B. Davis, Wyoming St., 32d Ward Secretary
E. McHugh, Bertha St., 32d Ward Financier
- 219. SMOKY CITY; Allegheny, Pa.**
Meet every Monday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
R. Beeson, 271 Franklin St Master
H. B. Shaffer, 222 Junat St Secretary
E. D. Cawley, 225 Washington Ave Financier
- 220. PROVIDENT; Sunbury, Pa.**
Meets in Cooper's Hall, 1st and 3d Sundays at 1 P. M.
J. E. Bowen Master
L. Campbell Secretary
C. C. Bowen, 1123 Wallace St., Harrisburg, Pa Financier
- 221. HURON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
S. Allward, Box 69 Master
H. J. Carruthers, Box 87 Secretary
C. Wilkie Financier
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. W. Gardner Master
A. J. Fairburn, Box 1115, Waterloo, Ia Secretary
C. W. Gardner Financier
- 223. ASHLAND; Lexington, Ky.**
Meet in I. O. O. F. Hall 1st and 3d Thursdays at 7:30 P. M.
H. M. Chandler, C. & O. R. R. Shops Master
G. F. Little, Box 389, Paris, Ky Secretary
J. H. Cavins, 46 Drake St Financier
- 224. T. C. BOERN; St. Cloud, Minn.**
Meets 2d and 4th Sundays at 3 P. M. at Masonic Hall.
F. Marvin Master
A. Vogel, Box 367 Secretary
A. Vogel, Box 367 Financier
- 225. SUPERIOR; Fort William, Ontario.**
Meets 1st Monday at 8 P. M. and 2d Tuesday at 3 P. M.
G. E. Glassford, Neebring, Ont Master
H. Poole, Neebring, Ont Secretary
B. Wheatly, Neebring, Ont Financier
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Sundays at 1:30 P. M., Cor. Collin and Hardy streets.
R. Gowanlock, L. Box 100 Master
W. M. Nicol, L. Box 230 Secretary
W. M. Nicol, L. Box 230 Financier
- 227. MAGNET; Binghampton, N. Y.**
Meets 1st and 3d Sunday afternoons and 2d and 4th Thursday evenings in Stearn's Hall, North Chenango St.
F. W. Parsons Master
W. W. Stonier, 69 Eldridge St Secretary
J. W. Millett, 101 Eldridge St Financier
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
E. Wint, 1533 Mylert St Master
E. Tewksbury, Fairview Ave Secretary
J. O. Bayley, 1803 Sanderson ave Financier
- 229. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
J. J. Quirk, 158 Catharine St Master
F. E. Beach, 262 Bleecker St Secretary
R. E. Jacobs, 139 Elizabeth St Financier
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays at 7:30 P. M. at 206 Washington Ave.
G. W. Gilkerson, 38 Knox St Master
J. J. Gill, 180 N. Pearl St Secretary
G. M. Jeffers, 36 Ontario St Financier

- 231. DELAWARE; Wilmington, Delaware.**
Meet 1st and 3d Sundays 2 P. M. at 504 Market St.
E. Nugent, 905 Elm St. Master
J. B. Cash, 400½ Poplar St. Secretary
W. Lytle, 1009 Lombard St. Financier
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays at 1 P. M. and 3d Friday at 7 P. M.
F. Pollison Master
W. H. Tidaback Secretary
E. G. Rernolds, Box 1117 Financier
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
Meets in No. 3 Engine Room, Cor Main and Foundry Sts.
A. Z. Matthews Master
E. Hayward Secretary
R. H. Cogan Financier
- 234. NORTH BAY; North Bay, Ontario.**
Meets 1st and 3d Sundays at 2:30 P. M., in B. of L. F. hall, Main St.
J. R. Graham, Railroad st. Master
O. Lassman, Main st. Secretary
J. Fallon, Main st. Financier
- 235. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 28th St. and Penn Ave. every Sunday at 2 P. M.
J. B. Barney, 9 Mayflower St., East Pittsburgh, Pa. Master
J. W. Walker, 3002 Penn Ave. Secretary
J. W. Moyer, 3410 Charlotte St. Financier
- 236. HINTON; Hinton, West Virginia.**
Meets 2d and 4th Saturdays at 7:30 P. M.
J. T. Cundiff Master
F. R. May Secretary
J. R. Nutty Financier
- 237. CENTRAL PARK; Central Park, Ill.**
Meets in Tilden School House 1st and 3d Sundays at 10 A. M.
D. J. Fane Master
G. L. Gerew, Secretary
T. Chew Financier
- 238. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
J. H. Brewer Master
H. B. Drullard Secretary
H. C. Kehlman Financier
- 239. BUCKEYE; Delaware, Ohio.**
Meets cor. Sandusky and Central Ave. 2d and 4th Sundays at 10 A. M.
A. L. Welser Master
A. R. Edington, Box 534 Secretary
J. D. Edington, Box 534 Financier
- 240. GILBERT; Jackson, Mich.**
Meets every alternate Sunday at 2 P. M.
G. Hastings, 115 Orange St. Master
J. Bentley Secretary
J. Verburg, 113 East Ave. Financier
- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meet in Liberty Hall 2d and 4th Sundays at 1:30 P. M.
J. McCall, Box 300 Master
A. Krapf, Box 300 Secretary
P. C. Hagerty, Box 300 Financier
- 242. WHEATON; Elmira, N. Y.**
Meet at Ry. Y. M. C. A. Building 1st and 3d Sundays at 2 P. M.
W. T. Delaney, 418 Powell St. Master
E. Denio, 223 Franklin St. Secretary
J. H. Bartholomew, 108 Ferris St. Financier
- 243. J. H. SELBY; Bonham, Texas.**
Meet in Odd Fellows' Hall every Sunday at 7 P. M.
J. L. Caudle Master
W. F. Rowe Secretary
E. Harvey Financier
- 244. T. P. O'BOURKE; Chicago, Ill.**
Meet at 480 South Union St. 1st Tuesday at 8 P. M. and 3d Sunday at 2:30 P. M.
P. C. Winn, 142 W. 12th St. Master
E. Atkins, 180 Maxwell St. Secretary
N. E. Nare, 23 O'Brien St. Financier
- 245. GEORGIA; Savannah, Ga.**
Meet Cor. Whittaker and Broughton Sts. every Thursday at 7:30 P. M.
F. Goolsby, 212½ Harris st. Master
A. Hutton, 117½ Barnard st. Secretary
W. L. Ward, Cor. Tatnall and Hunting-
ton Sts. Financier
- 246. MACON; Macon, Ga.**
Meets every Monday at 8 P. M.
N. S. Outler, South Macon Master
W. M. Walker, 349 Fourth St. Secretary
A. J. Vining, 353 Fourth St. Financier
- 247. KENNESAW; Atlanta, Ga.**
Meets 2d and 4th Sundays.
R. M. Davis, 19 N. Bell St. Master
H. T. Waters Secretary
J. M. Baird, W. & A. R. R. Shops Financier
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at G. A. R. hall
J. S. Brown, Box 704 Master
E. N. Packard Secretary
C. E. Hollis, Box 287 Financier
- 249. CALUMET; Stony Island, Ill.**
Meets every Sunday at 7:30 P. M.
S. T. Hooper, Judd, Cook County, Ill. Master
O. J. Austin, 28th Chicago, Ill. Secretary
L. McKee, Judd, Cook County, Ill. Financier
- 250. GOLDEN LINK; Wilkes Barre, Pa.**
Meets 1st and 3d Sundays at 2 P. M., at Mechanic's Hall.
C. Van Why, Ashley, Pa. Master
Z. B. Stevens, Ashley, Pa. Secretary
E. W. Cole, Ashley, Pa. Financier
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets 1st and 3d Sundays at 2 P. M. at Oak Hall, Broad street.
Asa Gruver, Box 176 Master
H. B. Fulton, Box 155 Secretary
C. Roberts, Box 275 Financier
- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
L. Mellinger Master
W. A. Glosser Secretary
M. M. Hinkle Financier
- 253. TRENTON; Trenton, N. J.**
Meet 2d E. State St. 1st and 3d Sundays at 2 P. M.
M. H. Johnson, 32 Berrine ave. Master
R. Stackhouse, 697 Broad St., Chambers-
burg, N. J. Secretary
F. P. Parsons, 18 Sandford St. Financier
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
W. A. Lenhart, Box 45 Master
I. C. Perrin, Box 296 Secretary
Fred Hollingsworth, Box 289 Financier
- 255. NEIGHBOR; McCook, Neb.**
Meets every Sunday.
C. G. Potter, Box 484 Master
F. S. Reid, L. Box 494 Secretary
V. T. Thoman, Box 452 Financier
- 256. HIGH LINE; Como, Colo.**
Meet at McFarlan Hall every Thursday at 7:30 P. M.
D. Tompkins Master
George Long Secretary
F. E. Clark Financier
- 257. KIT CARSON; Raton, New Mexico.**
Meets every Sunday at 2 P. M.
C. Miller, Box 56 Master
T. Gatfield, Box 25 Secretary
Patrick Boyle Financier
- 258. RENO; Nickerson, Kansas.**
Meet in I. O. O. F. Hall every Sunday at 2 P. M.
W. H. Ramsey, Box 147 Master
G. H. Arnold Secretary
M. Norton, Box 264 Financier
- 259. LA JUNTA; La Junta, Colo.**
Meets every Wednesday at 7:30 P. M.
E. Turk Master
P. Schmidt Secretary
F. Bradbury, Box 51 Financier

- 260. CALIFORNIA; Sacramento, Cal.**
Meet every Thursday at 7 P. M. in Red Men's Hall,
Masonic building, 6th and K Sts.
F. Witham, C. P. Round House Master
G. E. Hanford Secretary
C. W. Cox, 1517 N st Financier
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets in B. L. E. hall, 1st and 3d Sundays and 2d
and 4th Tuesdays.
E. Lyons, Box 110 Master
J. W. Murray, Box 85 Secretary
E. C. Comstock, Box 41 Financier
- 262. QUEEN CITY, West Toronto Junct., Ont.**
Meets alternate Sundays.
J. M. Roddick Master
W. Hyndman Secretary
F. A. Sproule Financier
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at 8 P. M.
I. P. Greene, Box 10 Master
A. E. Hayden, Box 10 Secretary
M. Moynahan, Box 10 Financier
- 264. J. K. GILBREATH, Butte City, Montana.**
Meet in Cobban Hall every Thursday at 8 P. M.
T. Malee, Box 832 Master
J. S. Sweeney, Box 832 Secretary
M. W. Fitzgerald, Box 832 Financier
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meet at 73 Canal St. 1st and 3d Sundays at 2:30 P.
M. and last Wednesday at 7:30 P. M.
H. Norris, 56 River St. Master
J. Bessey, 325 S. Division St. Secretary
J. Kitzelman, 5 Olive St. Financier
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meet in B. of L. F. Hall alternate Sundays and
Wednesdays.
G. P. O'Connell Master
J. Conway Secretary
A. Krienke Financier
- 267. ENDEAVOR; Algiers, La.**
Meets every Monday at 2 P. M. at Castle Hall,
Front street.
A. H. Flynn Master
H. H. Hardey, Gretna, La. Secretary
W. B. McGuire, 68 Oliver St. Financier
- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
A. C. Jeffrey, 118 Boyce St. Master
C. H. Blakeslee, 217 Tenth St. Secretary
T. O'Leary, 52 McCreary St., Cor Hines,
Nashville, Tenn. Financier
- 269. O. K.; Cincinnati, Ohio.**
Meet N. W. 8th and Freeman Sts. 1st and 3d Sun-
day evenings of each month.
F. O. Miller, 27 Hathaway St. Master
E. Mack, 162 Freeman St. Secretary
C. W. Moore, 156 Carr St. Financier
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday at 2 P. M. and 3d Saturday at 7:30
P. M. Cor. Franklin and Bloomington ave. So.
J. D. Sharrah, 1901 Third St. S. Master
S. B. Thompson, 2216 Cedar Ave. S. Secretary
C. Kraft, 2116 29 St. S. Financier
- 271. BYRAM; Stanhope, N. J.**
Meet in Clark Hall 2d and 4th Saturday at 7:45 P. M.
Wm. Weller, Box 25, Port Morris, N. J. Master
R. A. Trezise, Box 30, Port Morris. Secretary
Isaac J. Shields, Stanhope, N. J. Financier
- 272. WILSON; Junction, N. J.**
Meets at Well's Hall, Main St. 1st and 3d Sundays
at 1 P. M.
A. Kirkendall Master
G. B. Weller Secretary
Peter Young Financier
- 273. DENVER; Denver, Colo.**
Meet at 430 Santa Fe St.
F. F. Desmond, 266 Santa Fe St. Master
G. Wilson, 368 So. 9th St. Secretary
G. Smith, 208 Thirteenth St. Financier
- 274. JACKSON; Clifton Forge, Va.**
Meets every Sunday at 10 A. M.
J. W. Myers Master
B. H. Thomas Secretary
J. W. Barrett Financier
- 275. LEE; Richmond, Va.**
Meets 1st and 3d Sundays at 1:30 P. M., in Thoms'
Hall, Cor. 17th and Main Sts.
C. R. Dean, 601 N. 17th St. Master
N. B. Arnall, 601 N. 17th St. Secretary
C. L. Johnson, 1006 Buchanan St. Financier
- 276. GRAFTON; Grafton, W. Va.**
Meet in Odd Fellows' Hall every Sunday at 2 P. M.
G. Wright Master
Geo. W. Williams, Piedmont W. Va. Secretary
A. I. Enoch, Grafton W. Va. Financier
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
J. B. Jackson, L. & N. Shops Master
G. B. Clark, L. & N. shops Secretary
L. S. Smith, L. & N. shops Financier
- 278. ANDERSON; Vicksburg, Miss.**
Meets every Sunday at 7:30 P. M.
H. E. Parks Master
L. W. Christmas, Box 482 Secretary
M. E. Murphy, L. Box 482 Financier
- 279. METEOR; McComb City, Miss.**
Meets 1st and 3d Sundays at 8 P. M. in Odd Fel-
lows' Hall.
C. S. Fisk, Box 87 Master
I. H. Martin, Box 87 Secretary
Wm. McIntyre Financier
- 280. OZARK; Thayer, Mo.**
Meets in Sachre's Hall 2d and 4th Sundays at 9
A. M. and 1st and 3d Sundays at 7 P. M.
H. McFee Master
H. P. Colvin Secretary
G. Bennett Financier
- 281. TUNNEL HILL; New Albany, Ind.**
Meet in Heddin's Hall 1st and 3d Sundays at 2
P. M.
T. D. Fisher Master
F. A. Stephens Secretary
C. Sluex Financier
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meet on Main, between 3d and 4th Sts., every
Sunday at 2 P. M.
Bert Launt Master
C. Minniear Secretary
Frank T. Barton Financier
- 283. LACKAWANNA; Great Bend, Pa.**
Meets 1st and 3d Saturdays at 8 P. M. in Red Men's
Hall, Day's Bk., Main st.
F. J. May, Halstead, Pa. Master
J. F. McCormick, Halstead, Pa. Secretary
H. P. Trowbridge, Halstead Pa. Financier
- 284. ELM CITY; New Haven, Conn.**
Meets at Elk's Hall, 852 Chapel St. 1st Saturday
at 8 P. M. and 3d Sunday at 2 P. M.
J. McCabe, 65 Spring St. Master
E. S. Alling, 123 Cedar St. Secretary
C. T. Downs, 123 Cedar St. Financier
- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month at 1:30
P. M., at 3 Pratt st.
W. W. Hosford, 15 Elm St. Master
W. F. Day, 119 Ann St. Secretary
H. L. Stearns, 115 Trumble St. Financier
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meet at 119 N. Jefferson St. 2d and 4th Sundays at
1:30 P. M.
D. Patterson, 722 N. Third St. Master
H. Meyer, L. Box 554 Secretary
C. L. Sterling, 701 N. Jefferson St. Financier
- 287. ALTOONA; Altoona, Pa.**
Meets in Otto's Hall, E. 12th St., bet. 8th and 9th
Ave. every Sunday at 1 P. M.
J. W. Woomer, 1903 Union Ave. Master
C. W. Armstrong, 431 8th Ave. and 5th St. Secretary
A. F. Davis, 1903 Union Ave. Financier
- 288. EMMET; Estherville, Iowa.**
Meet in Masonic Hall 1st Sunday at 2 P. M. and
3d Monday at 7 P. M.
W. S. Davis, L. Box 17 Master
P. J. Sullivan, Box 48 Secretary
G. Godden, Box 124 Financier

- 289. GRAND ISLAND; Grand Island, Neb.**
Meets every Friday evening cor. 3d and Pine sts.
J. W. Allwine, L. Box 185 Master
G. Morgan, Box 575 Secretary
J. F. Shannon Financier
- 290. MARION; Hannibal, Mo.**
Meets 2d and 4th Sundays at Constellation Hall.
J. T. Hart, 412 Washington St Master
G. Coffman Secretary
J. C. Shaw Financier
- 291. ATLANTIC; Brooklyn, N. Y.**
Meet in Schielleim Hall, Atlantic and Vermont
Aves., 2d and 4th Saturdays at 8 P. M.
J. R. Johnston, 38 N. Oxford St. Master
H. N. Martin, Jamaica, L. I. Secretary
W. C. Latimer, 118 Hall St Financier
- 292. MONUMENTAL; Baltimore, Md.**
Meets every Friday at 7:30 P. M. in Armstrong &
Denny's Hall, Cor. Light and Montgomery Sts.
W. H. Zepp, 140 Ridgely St Master
S. E. LaBarr, 188 Scott St Secretary
J. S. Norris, 355 William St Financier
- 293. LAFAYETTE; Philadelphia, Pa.**
Meet Cor. Frankfort Road and Sargent St. 2d and
4th Sundays at 1 P. M.
J. J. Leahy, 2627 Freemont St Master
W. J. Wilkinson, 2525 Cedar St Secretary
E. Farley, 2658 Memphis St Financier
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in
Palmer's building, 3d ave., bet. 8th and 9th sts.
B. Hagen Master
J. D. Terrell Secretary
O. G. Temple, Box 262 Financier
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
E. W. Mason, Room 6, Davis Block Master
M. L. Mitchell, 320 Rock Island St Secretary
W. T. Emerson, 221 Harrison St Financier
- 296. AT LAST; Knoxville, Tenn.**
Meets every Sunday evening, corner Gray and
Clinch streets.
J. R. Crittenden, 118 W. Depot St Master
R. A. Manning, 138 Broad St Secretary
D. B. Yearwood, 71 Richards St Financier
- 297. CLARK; Jeffersonville, Ind.**
C. E. Buehler Master
W. F. Leonard Secretary
A. B. Chambers Financier
- 298. GLENCOE; St. Louis, Mo.**
Meets 1st and 3d Sundays at 8 P. M., Corner Mar-
ket St. and Ewing Ave.
H. C. Wheat, 3117 Rutger St Master
W. J. Murphy, 314 Montrose Ave Secretary
C. Brantner, 327 Ewing Ave Financier
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
M. Prescott Master
C. H. Ridge, Box 87 Secretary
T. McBride Financier
- 300. HARBOR CITY; Michigan City, Ind.**
Meet 1st Monday at 2 P. M. and 3d Monday at 7
P. M., over First National Bank.
C. P. Read, Box 329 Master
A. S. Hewitt, Box 884 Secretary
W. H. Henry, Box 49 Financier
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday at 7
P. M. of each month in Engineer's hall.
S. J. Norris Master
N. E. Aldrich Secretary
W. M. Weeks Financier
- 302. YOUGHIOGHENT; Connellsville, Pa.**
Meets alternate Sundays cor. Pittsburg & Peach st
C. L. Gray, Box 231 Master
J. S. Brown Secretary
S. A. McPhee Financier
- 303. POST OAK; Hempstead, Texas.**
Meets every Sunday at 3 P. M. in Masonic Hall.
W. M. McMurray Master
W. A. Weir Secretary
J. E. Dehn Financier
- 304. THREE BRANCH; Argenta, Ark.**
Meets every Sunday at 3 P. M.
F. H. Barrelle Master
G. B. Yauch Secretary
R. G. Curtis Financier
- 305. SOLIDAD; Jimulco, Mexico.**
M. H. Adams, El Paso, Texas Master
care J. S. Turner, M. M., Jimulco, Mexico.
J. M. Cornelius, El Paso, Texas Secretary
care J. S. Turner, M. M., Jimulco, Mexico.
C. Koepke, El Paso, Texas Financier
care J. S. Turner, M. M., Jimulco, Mexico.
- 306. GRANITE STATE; Concord, N. H.**
Meets in St. Patrick's Hall, Warren St., 2d and
4th Sundays, at 6 P. M.
J. C. Muzzy, 53 School st Master
J. P. Callahan, 19 Pine st Secretary
J. Burbeck, Box 363 Financier
- 307. HAMDEN; Springfield, Mass.**
Meet in Crescent Hall, 218 Main St., 1st and 3d
Sundays.
F. E. Gates, 34 Patton St Master
W. M. Butler, 218 Main St Secretary
C. A. Chapin, B. & A. R. R Financier
- 308. B' LLE HAVEN; Alexandria, Va.**
E. B. Kemp Master
N. B. Grant Secretary
R. O. Cook Financier
- 309. BARTHOLDI; Long Island City, N. Y.**
Meets 2d Monday and 4th Saturday, cor. Vernon
ave. and Ferry sts.
F. Simbler Master
J. Brown, 151 Eagle St., Green Point, L. I. Secretary
W. Lee Financier
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
H. C. Martin Master
W. T. Pickard, L. Box 3 Secretary
J. O. Elder Financier
- 311. BELLE PLAINE; Belle Plaine, Ia.**
D. Shadle Master
A. Kennedy Secretary
C. Howe Financier
- 312. BLUE VALLEY; Wymore, Neb.**
C. O. Bonnell Master
F. R. Swaney Secretary
S. E. Fulton, Box 85 Financier
- 313. KAW VALLEY; Kansas City, Kansas.**
G. N. Herron, Box 18, Armstrong, Kan Master
W. C. Haverstick, Box 45, Armstrong,
Kan Secretary
J. W. Scarff, Box 156, Armstrong, Kan Financier
- 314. MINERVA; New Castle, Pa.**
J. T. Love, Mahoningtown, Pa Master
E. J. Neville, Mahoningtown, Pa Secretary
R. Russell Financier
- 315. TROY CITY; Green Island, N. Y.**
W. J. Matlice Master
W. J. Murray Secretary
H. R. Peach Financier
- 316. ONEAGA; Buffalo, N. Y.**
R. O. Williams, 89 Watson St Master
O. Brunn, 403 N. Division St Secretary
T. S. Winship, 510 E. Seneca St Financier
- 317. MOUNT PENN; Reading, Pa.**
Meet at Bland's Hall, 9th and Penn Sts.
T. A. Welch, 102 Savoy St., Palo Alto, Pa. Master
W. A. Gordon, 336 Green St Secretary
H. Drake, 604 N. 10th St Financier
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**
R. H. Scott, Glenwood, 23d Ward, Pitts-
burgh, Pa Master
E. M. Lobaugh, Glenwood, 23d Ward,
Pittsburgh, Pa Secretary
E. M. Lobaugh, Cor. Renova and Dyke
Sts., Glenwood, 23d Ward, Pittsburg,
Pa Financier
- 319. ORPHANS' HOPE; Dennison, Ohio.**
J. Young Master
A. Eckfield Secretary
S. E. Hammond Financier
- 320. DUNHAM; Martinsburg, W. Va.**
W. M. Johnson Master
E. D. Smith Secretary
P. E. Cage Financier

Chew Rail Road Plug

To the Brotherhood of Locomotive Firemen:

Gentlemen :--On the 2nd of January, 1886, we signed a contract with your Grand Officers to pay into your treasury a royalty of one cent on every pound of "Rail Road Plug" that we sell in the next five years.

If every member will assist by chewing this Tobacco, asking for it continually in stores that do not keep it, and asking his friends to try it, the Royalty paid into your Treasury will reach a large amount per month.

See that each butt of tobacco has our name on it.

Respectfully,

The Kentucky Rail Road Tobacco Co.

The above statement is correct. Ask your dealers to keep the "Rail Road Plug."

F. P. Sargent, G. M.
Eugene V. Debs, G. S.

Wholesale Agents.

Peter Hauptmann & Co., St. Louis, Mo.

Hulman & Co., Terre Haute, Ind.

Chas. J. Off & Co., Peoria, Ills.

Hannan & Michael, Mobile, Ala.

R. D. Kellogg, Rochester, N. Y.

Only \$1.00 per Year.

Monthly.



A Practical Mechanical Journal,

DESCRIBING AND ILLUSTRATING

New Railway Appliances,

AND TREATING OF THE

Running, Management, Repairing

—AND—

BUILDING OF LOCOMOTIVES.

SHOULD BE IN THE HANDS OF

Every Live Engineer, Fireman and Railroad Mechanic

\$1.00 per Year. Sample Copy Free.

Agents wanted in every Railroad Center. Address

**Am. Ry. Pub. Co.,
32 Liberty St., New York City.**

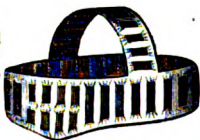
U. S. INSOLE CO. (Incorporated,) Manufacturer of all kinds of MAGNETIC GOODS, Chicago.



Magnetic Vest or Jacket for gentlemen. Vest and Corset combined for ladies. Best application for general or nervous debility and constitutional ailments.



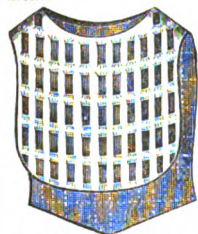
Magnetic Head Band for same use as Cap, but not quite so powerful.



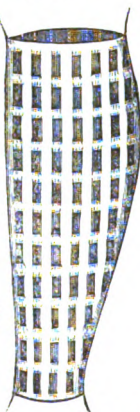
Slowly but surely the world progresses. Drugs and poisons are giving way to Magnetism for the treatment of all diseases of a nervous origin, building up a weakened and debilitated constitution, or restoring enfeebled circulation.



Gent's Magnetic Kidney Belt. Positively cures lame back, weak kidneys, constipation, etc.; will prove it with pleasure to anyone. Best application in the world. No electric shocks. No poisons. No unpleasant sensations.



Magnetic Lung Protector for Lady or Gent. Worth its weight in gold.



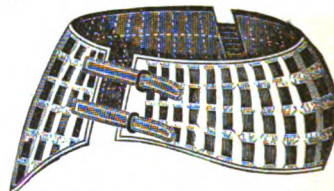
Magnetic Leggin. Very comfortable and valuable for enfeebled circulation in the limbs.



Magnetic Wristlet.



Magnetic Knee Cap. Death to lameness or stiffness in the knees.



Magnetic Abdominal Supporter for ladies. None can afford to do without it. Thousands of sufferers have been cured by this Belt, and millions are yet to be.



Magnetic Throat Appliance. No family should be without it.



Magnetic Shoulder Appliance. Investigate its merits.



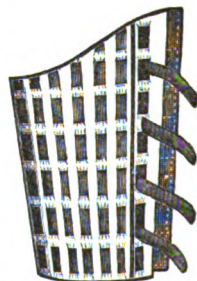
Anklet.

to manufacture Magnetic Garments. Write for Catalogue free; also a valuable practical treatise on restoring and preserving the health, mailed free to any address on receipt of 2 cent stamp. Address,



Magnetic Insoles. Warm cold feet, cure rheumatism in the feet and limbs, and valuable to every sufferer from whatever cause. Should be worn by everyone. Send 50c. for one pair, or \$1 for two pair. Give size of shoe. Mailed free to any address.

If there is anything in human testimony, these Garments are no longer experimental. They have passed beyond that stage and become a demonstrated success. The question only is, where can we get the best application? We beg leave to call attention to the fact that we are the ONLY REGULARLY INCORPORATED COMPANY IN THE WORLD, licensed to manufacture Magnetic Garments. Write for Catalogue free; also a valuable practical treatise on restoring and preserving the health, mailed free to any address on receipt of 2 cent stamp. Address,



Magnetic Leggin or Sciotic Garment.



Magnetic Mitten

UNITED STATES INSOLE CO.,

J. C. BRANHAM & Co., Agents, Mt. Vernon, Ill.

Members of the B. of L. E. or B. of L. F. can procure any of these appliances on monthly payments.

J. C. BRANHAM,
Financier No. 112, B. of L. F.

W. C. VAWTER,
C. E., Div. No. 154, B. of L. E.



VOL. X.

AUGUST, 1886.

No. 8

STRIKES—COST AND CAUSE.

We notice going the round of the press the statement that while from April 24 to May 20 there were in the country 250,000 men on a strike, there were not at any one time more than 125,000 employes out, and that on May 20 the number had been reduced to 48,000. The statement also shows that the aggregate of losses sustained by the strikes up to May 20 was \$29,707,000, as follows:

	WAGES.	CURRENT BUSINESS.	NEW BUSINESS STOPPED.
New York City . . .	\$300,000	\$300,000	\$2,000,000
Philadelphia . . .	80,000	50,000	5,000,000
Smaller Pa. cities . .	70,000	50,000	
Detroit, Mich . . .	97,000	25,000	850,000
Cincinnati	875,000	300,000	1,000,000
Milwaukee	468,000	200,000	4,000,000
New England cities .	275,000		6,000,000
St. Louis	75,000		
Troy, N. Y	75,000		150,000
Washington, D. C . .	51,000		2,000,000
Indianapolis	2,000		
Pittsburgh	30,000	75,000	300,000
Louisville, Ky	23,000	5,000	500,000
Coal strikes	200,000	500,000	Indeterminate
Chicago	700,000	700,000	3,000,000
Totals	\$2,802,000	\$2,105,000	\$24,800,000
Grand total			\$29,707,000

We presume the foregoing figures are largely guess work, mere approximations, and that there are those who would probably place sum totals much higher, and this could be done, we apprehend, while a strict regard for facts would be maintained. It will be ad-

mitted, we think, that the larger the sum total of losses occasioned by strikes the more aggravating must be the causes which produce them. The trouble is that men contemplate the losses and lose sight of the wrongs which provoke them. The losses to such people obscure the wrongs. Fortunately there are those who, though the losses by strikes are enormous, maintain that the wrongs which produce strikes and occasion the losses demand first consideration, and they are right in their conclusions. Take any of the industrial enterprises that have suffered losses by the recent strikes, and employers select the most expressive terms in speaking of their losses and to magnify the rectitude of their treatment of employes, as also the base ingratitude of those who struck. They are in positions to obtain the public ear—they have money and influence, and are the first to command audience. They never did say the employe was right—always wrong. The strikers come in later and often after the verdict of the public has been rendered. If the strike touches the transportation interests of the country, railroads or water transportation, or, if as in the case of the telegraph strike, it interferes with the transmission of intelligence, the strikers find at once that overwhelming opposition confronts them, for though the great

public may not believe the strikers are in the wrong, or may believe that their grievances are aggravating, still, as the method of redress involves the public in embarrassments and inconveniences, it demands that the strikers shall resume work or that others shall be employed in their places, regardless of the wrongs complained of, and as a consequence the wrongs which led to the strike are obscured. Take as an illustration the telegraphic strike which occurred some years ago. The real investment made by the owners of the telegraph lines amounted to about \$40,000,000. The stock of the corporation had been watered until it swelled to \$80,000,000. Now, to declare dividends on \$80,000,000, it became necessary to reduce the wages of employes. But when the employes struck it was difficult for them to get before the public the stupendous iniquity which provoked the wrong. The public demanded service without regard to wages, this demand strengthened the corporation, and as a consequence when the strike ended the wrong existed as when the strike began. The strikers suffered. The corporation came off with flying colors. Finally the great public condemned the corporation, but the condemnation resulted in no harm to the corporation nor benefit to the wronged employes. It is not to be presumed that there will never be another telegraph strike. On the contrary, the probabilities are there will be another strike one of these days. Why? Simply because the flagrant wrong exists. It has not been removed. It has not been modified. Wrongs are like cancer. They eat their way to the surface. You must remove the roots or they will come again; hence, we observe, that the man who discusses the wrongs which produce strikes is a better statesman, a better citizen and more of a philanthropist than he who is eternally deploring the losses which strikes occasion without giving a thought to their cause.

It is quite probable that men generally do not regard successful revolutions worth what they cost. Strikes are revolutions and rebellions combined.

We read and speak of the American revolution—the British called it a rebellion. Rebellion or revolution it was dear to England, because she provoked it and lost. It was costly and bloody to the colonies, but they won, and yet there were colonists who were opposed to the revolution. They did not believe that the tea tax and the stamp tax were of sufficient importance to warrant rebellion and revolution. It is not to be presumed that the colonies would have rebelled because of the amount of money involved in the taxation imposed, but the imposition of the tax brought into prominence the insufferable wrong of taxation without representation. It was taxation and chains, taxation and serfdom, and hence the colonies *struck* for freedom and independence, and had they been defeated in the war of '76 they would still have been *striking* for the recognition of their rights. It goes for nothing to say that strikes are always expensive. The fact is universally admitted, but it is not true that strikes ought not to occur because they are costly. There is a way to prevent strikes, as there was a way in 1776 to have prevented the war of the revolution. Had England acted justly there would have been no war, and if employers would act justly towards their employes there would be fewer strikes, or strikes would forever disappear from the industrial records of the country. Arbitration, compromise, reasoning together should always precede a strike, but as certainly as rivers flow to the sea, when injustice is continued in spite of such things, *strikes* will come, and the more widespread the injustice the more terrible will be the consequences of strikes. Manifestly, thinking men, who have the welfare of society at heart, are becoming profoundly interested in the labor problems of the day. They see distinctly that there must be less injustice or more strikes. If more strikes, then more turbulence, more losses, more mobs, more collisions, more blood, more demoralization. As a consequence Congress is discussing remedies, and the same is true of Legislatures through-

out the country; the supreme idea being to remove causes for strikes, enthroned justice and right and overcome wrong. We regard the signs of the times as cheering. We believe that strikes in the future will be less frequent, because we believe the workingmen will see that the great public heart is throbbing responsive to their demands for justice. The press of the country is evincing deep solicitude in the welfare of workingmen. The pulpit is taking a hand in the discussion, but above all, and better than all, workingmen themselves have resolved that they will master the problems, and by logic and law, and by the intelligent use of the ballot, remedy many of the evils of which they justly complain.

THE Iowa Legislature is wrestling with a proposition to license railway engineers. A bill was introduced to carry into effect what would be a new departure in railroading, and it was reported that one or more railroad officials were opposing its passage, claiming it as their right to hire whom they pleased to run their trains. It would not be a difficult matter to demonstrate that the public rightfully has a voice in such questions. The people grant railroad corporations all their franchises, valuable and comprehensive, and the demand that these corporations shall employ competent men to take charge of their trains does not appear extravagant, indeed, anything less than such a demand on the part of the public would disclose remarkable if not reprehensible apathy. And the fact that railway officials assert their right to hire whom they please, competent or incompetent, forces the conclusion that the Iowa Legislature is moving in the right direction.

MR. H. C. TOWNSEND, of St. Louis, referring to the vast machinery required to operate 5,000 miles of railroad, says that from March 9 to May 10 the letters received at the General Passenger and Ticket Office in that city amounted to 29,591.

LOCOMOTIVE RUNNERS.

We notice in the Car and Locomotive Builder a communication signed "Roundhouse Foreman," in reply to a communication in the Age of Steel, signed G. D., which for vulgar abuse of locomotive engineers and firemen exceeds anything we have ever seen in print. That our readers may know to what extent malice can sway its victim, we reproduce the slanders as we find them copied from the Age of Steel:

The average locomotive runner is a man of mediocre intelligence to start with. The average runner is a promoted fireman. The average fireman is a common laborer, with a laudable ambition to get on the right-hand side of the cab—for the money that's in it. Locomotive engineering, so-called, is not skilled labor.

The average runner knows nothing about the theory of steam engineering, very little about the practice, and cares less, so long as he can get his train over the road on time. The "man of careful thought, cool judgment and unflinching self-reliance," as the G-D puts it, is not to be found in the average runner. "Physical and moral courage," "practical sense and intrepidity," "a certain indefinable, etc., belief in destiny," "his obligation to go forward, to take the chances, to dare the lurking malevolence of fate, etc.," as painted by the G-D, is all very nice, and will no doubt surprise the average runner when he reads it. But, in an impending collision, derailment, etc., the average runner jumps, IF HE CAN, and, if he can't, he sticks to his post and dies a hero. All those semi-supernatural qualities attributed by the G-D man to "The Knights of the Locomotive," when boiled down, are nothing more or less than diligence on the part of the runner that he may give satisfaction in the performance of his duties, and thereby hold his job.

The average runner is keenly alive to the fact that he is the best paid unskilled laborer in the United States, and that if he loses his job, and fails to find another just like it, he must needs take to common laboring work at \$1 or \$1.25 per day; hence he recognizes the necessity of eternal vigilance. As to the modesty of the average runner, the G-D man is wholly at sea. He never saw an average runner strut through a roundhouse and in a "I-know-it-all" manner suggest to the machinists that they should "jack up the bell frame and put a new engine under it," and after that charge the aforesaid a. r. with modesty. The average runner, instead of being the "modest," "humble" and "patient" mortal so graphically depicted by the G-D, is a different kind of hair-pin altogether.

If he were what the G-D describes him, he would not tamper with his side and main rods, his cross-head keys, his driving-box wedges, his injector, his air-brake rigging, and a score of other things that he knows little or nothing about, but would leave such work to competent machinists, to be found in every railroad shop and roundhouse. The average runner runs less risk of his life in taking a train over the road than does the brakeman. The records show that a dozen brakemen are killed to one runner while on duty, take it year in and year out.

The best runners the writer ever knew, during an experience of eighteen years in railroading, were men that could scarcely fill out a trip sheet, or make out a report of repairs needed on their engines, much less read their own writing when two days old. Newspaper writers are wont, from time to time, to dish up a lot of stuff headed "The Romance of the Foot-Board," "The Hero of the Throttle," etc., which to the unsophisticated public is gospel truth, but to the practical railroad man of long years of experience is simply nauseating.

Ordinarily, it is violative of recognized courtesies to hold a paper responsible for the utterances of its correspondents, but when a writer deals in slanderous falsehoods, it must be supposed that the owners of the paper and those who control it are in sympathy with the slanderer. They are willing to sow the seeds of defamation, they are willing to rob "locomotive runners," engineers and firemen, of their reputation, mar and blacken their character and degrade them in the estimation of their employers and their fellow-men. We do not propose to attempt a refutation of the charges made against the men G-D calls "locomotive runners"—men in charge of locomotives. Such a task is not required at our hands, nor from anyone. We simply desire to place upon record a reasonable estimate of the responsibilities which of necessity and inevitably fall to the lot of "locomotive runners," of whom there are in the country about 40,000. In 1885 there were in operation in the United States 128,407 miles of railroad track. Estimating that each of the 30,000 locomotives runs 250 miles a day, they would in a year of 300 working days run 2,250,000,000 miles. This running is done in the night and in the day, shine and storm

—winter and summer. There were in 1884 1,191 railroad accidents, or one accident to every 1,800,000 miles run by the locomotives, or it is equal to one accident in making the circuit of the earth seventy-five times, and yet there is never a minute nor a mile when a locomotive is running that the "runner" must not be on the alert for a lurking danger. In 1884 the railroads of the United States transported 334,814,529 passengers, of whom, in the 1,191 accidents, 389 passengers were killed, or about one passenger to every 800,000 who rode on the trains. There were 1,760 passengers injured during the year 1884, or one passenger to about every 180,000 who rode in the trains was injured. Killed and injured, there were 2,140, or one to about every 160,000. The most reliable statistics show that, estimating the entire population of the country at 55,000,000, the passenger traffic of the railroads in 1884 was equal to more than six times the entire population of the country. And yet but 389 persons lost their lives, and only 1,760 were injured. Now we hold that a man who will seek to belittle the men who had charge of the locomotives which hauled the trains freighted with 334,814,529 precious lives, and performed their work with a loss of life so small, is inherently a creature whom to call a dirty dog would necessitate an apology to the dirtiest scavenger dog that ever gnawed a bone, killed a sheep or robbed a hen roost.

We do not believe there are to be found in the ranks of employes in any department of the world's industries a body of men who will rank higher for intelligence and skill than the average "railroad runner," engineers and firemen, and we believe such is the verdict of all intelligent men. We believe it is the conviction of ninety per cent. of all fair-minded railroad officials. They are not only men of intelligence and skill, but of courage born of fidelity to obligation, that high sense of responsibility which constitutes them nature's noblemen. That there may be exceptions, we do not question, but we are inclined to the opinion they

are as rarely found in the ranks of "locomotive runners" as in the ranks of any other class of men, and we care not who are named. We know of whom we write; we have been with them on the rail, in the Lodge room, in the social circle. We know their ambitions, their high resolves, their fidelity, and we know that only those whose natures are depraved, whose sense of truth and justice is blunted, whose hearts and kidneys have changed places and functions, can be induced to speak, write or publish wholesale slanders upon "locomotive runners," engineers and firemen who, considering their number and their work, are doing more for the progress and prosperity of the country than the same number of men in any other department of skilled labor, who assume greater risks and responsibilities, and accomplish results which challenge investigation and comparison, and elicit admiration, approval and applause.

EX-GOVERNOR ANDREW G. CURTIN, a member of Congress, was on the investigating committee that visited St. Louis. He had an opportunity of making the acquaintance of Mr. Martin Irons while there; in fact Mr. Irons was before the committee as a witness. "He made," says Governor Curtin, "a miserable appearance on the witness stand, bore himself badly, was the reverse of frank and crossed himself an innumerable number of times. He is evidently a fellow of no particular brains, and it is a mystery how he holds his position with the Order. The contrast between him and such a man as Powderly is marked in the extreme. Powderly is a gentleman of brains and culture, and a reasoner and thinker in every sense of the word. He is not to be mentioned in connection with such a man as Martin Irons. Mr. Litchman made a good impression and said well what he had to say. He is a decidedly good talker and clothes his ideas in forcible language, but he is all theory—all theory." Governor Curtin should remember there is little headway made in this world without a theory. Theory always precedes action.

MORE SOLDIERS.

Hon. Chas. F. Manderson, representing the State of Nebraska in the United States Senate, is seriously alarmed, because the regular or standing army of the United States, in numbers, is so small and its organization so imperfect. Mr. Manderson, of Nebraska, as his vision sweeps around the horizon, sees war clouds in various quarters; in fact, at almost every point of the compass, he is able to discern portents of war. He wants to be prepared. The distinguished Senator, almost the first time he addressed the Senate, fired off a war speech. He quotes the constitution, that Congress has power "to raise and support armies, provide and maintain a navy, provide for organizing, arming and disciplining the militia, and for calling them forth to execute the laws of the Union, suppress insurrection and repel invasion." And having all these powers, the Nebraska statesman wants Congress to exercise them fully and forthwith. And he maintains that if Congress, in the past, had exercised its powers to raise and support armies, provide and maintain a navy, etc., "many of the darkest pages of our history would never have been written." The Manderson idea appears to be, that where large standing armies are kept in readiness to fight, no fighting occurs. He would have the country believe that if the Colonies had had a large standing army, England would never have provoked the revolutionary war; that if the United States, in 1812, had had a large standing army, England would not have insulted our flag on the high seas; that if we had had a large standing army, the war with Mexico would never have occurred, and that a large standing army would have prevented the war of the rebellion. It will occur to a good many people that the Nebraska statesman has forgotten much that he should have remembered. European countries maintain large standing armies, but they do not prevent war, and this fact makes Manderson's rhetoric appear rickety. He owed it to the Senate to have stated that Euro-

pean nations maintain standing armies in times of peace amounting to about 4,000,000 men, and he should have told the Senate that notwithstanding these standing armies, wars in Europe are of almost yearly occurrence. But the Nebraska Senator proceeds to point out why the land of the free and the home of the brave needs a larger standing army at an increased expenditure of \$1,000,000 a year. In the first place it will create a demand for the product of the West Point officer manufacturing establishment, and since these gold buttoned lilies who toil not, but draw their pay all the same, from money earned by workingmen, it will be proper to give them *sogers* to command. But, as we have remarked, the Nebraska war horse smells war in various directions. In that section where a few strolling bands of murderous Apaches dwell, more soldiers are required. The Navajos are to be subdued in New Mexico, and in the great Northwest, Indians remain who paint their faces and engage in the war dance. Then, again, the Mormons require more soldiers, to put a stop to polygamy. The Nebraska man sees in New York, Pittsburg, Cincinnati, socialists and Nihilists whose pranks suggest the importance of a standing army of increased shooting abilities. Then, again, the Isthmian canal calls for more soldiers, and a larger standing army is also required to keep Cuba in the possession of Spain, and American railroad investments in Mexico require a standing army to see that our sister republic does not confiscate the property of American speculators in that country. But the Nebraska Senator, who is so terribly alarmed about Apaches, Navajos, Sioux, Mormons, the Isthmian canal, Cuba and railroad investments in Mexico, is still more alarmed, lest by the neglect of Congress to increase the standing army of the country, laboring men may rise some day and overthrow constitutions, institutions, law and order, and introduce anarchy, rapine and savagery generally. Hear him: "There are other elements threatening disturbance, but we

can only glance at them. The riots in New York, Pittsburg, Cincinnati and other places within the last few years are the simple mutterings of a discontented condition liable to break out in widespread destruction and anarchy." In this statement the Nebraska man gives himself clean away. In a nutshell, Mr. Manderson's anxiety for a larger standing army is to quiet laborers with cold lead instead of cold victuals. It is the European idea—the policy of every despotic government on the face of the earth, Czar, Sultan, Shah, Mikado, *et al*. Mr. Manderson is an implacable foe of the workingmen of the United States. Labor is conservative. Labor builds, it does not tear down. Laboring men represent all that is solid and substantial in the empire of right. They demand only a respectable living in the United States. They produce everything, and their opposers and oppressors produce nothing. There never was a strike in America, when the demands of laboring men were in excess of absolute necessities, and there ought never to have been a strike, because there ought never to have been a refusal of the just demands of laboring men. And discontent among laboring men has always been the result of injustice and oppression. Standing armies always and everywhere are the foes of liberty. They are terrible machines operated by despots to crush out the aspirations of the masses for liberty, and when Mr. Manderson pleads for a larger and a better equipped standing army in the United States to shoot down laboring men when they show signs of discontent, he becomes a foe of hideous proportions. Laboring men have the ballot, and they are federating for the purpose of using it intelligently, and when once in a condition to make themselves felt, men of the Manderson stripe will not be permitted in legislatures or senates, to advocate standing armies for the purpose of keeping laboring men in subjection to task masters who require them to live lives of want and degradation.

CONGRESS dispatched to St. Louis a committee to investigate the strike troubles, and a saloon-keeper, opposite the Custom House, was very sorry when the committee took its departure. In telling his experience he said that he had enjoyed "a regular picnic," and added that "the members, the witnesses and the attendants all patronized me, and I think I took in at least \$15 a day from them. The strike hurt me a good deal while it was 'on,' but if the investigation had lasted long enough I would have made it all back. Old Governor Curtin is a daisy on good whisky. He goes away from here dead against the stuff he's been raised on—Monongahela—and a convert to seventeen-year-old Bourbon. The favorite tippie of Col. Burnes is bock beer. He was dead struck on some that I had in bottles. Then there was a man from Vermont—I forget his name—who didn't drink much of anything. But the Knights of Labor fellows were all good customers. They can get up another strike as soon as they please, if they'll only get away with the stuff as they did in my place after the strike is over." Manifestly that is about the size of such Congressional "picnics." A Congressional Committee loaded with "seventeen-year-old Bourbon" and "bock beer" must be in a happy condition to investigate the intricacies of a great labor strike and report remedies for grievances. Something a little more in the line of sobriety is required.

THE Lafayette Sunday Times refers to the car works of that city as an illustration of "the grinding greed of soulless corporations." The corporation, says the Times, paid \$18,000 for the plant, which pays taxes on a valuation of \$40,000. The profits of the business are set forth as follows: One man, whose name is given, invested \$1,000; he remained in the business one year and sold his interest for \$20,000. Another man also invested \$1,000; he remained in the company two years and then sold his interest for \$40,000. During this time wages of workingmen were kept at the lowest point possible.

Workingmen who made such enormous profits possible did not share in them, they merely received their daily pittance, while men who invested the \$1,000 were made rich in a year. It is such things that are everywhere producing discontent, resulting in strikes and labor disturbances. It is only required to state such facts without comment or embellishment to obtain a popular verdict that rank injustice is done to workingmen, and labor troubles will never cease until a more equitable basis for the distribution of the wealth which labor creates is found and put into practice.

THE Labor Committee of Congress labored for several weeks with President Cleveland's message relating to arbitration and threw it aside, as his suggestions could not be worked into a statute. It is not to be presumed that a man who receives \$50,000 a year and is without a "constitutional adviser" upon any branch of industry, has any very practical views about labor or laborers.

BRAHMA.

I am the mote in the sunbeam, and I am the burning sun;
 "Rest here!" I whisper the atom; I call to the orb,
 "Roll on!"
 I am the blush of morning, and I am the evening breeze;
 I am the leaf's low murmur, the swell of the terrible seas.
 I am the net, the fowler, the bird and its frightened cry;
 The mirror, the form reflected, the sound and its echo, I;
 The lover's passionate pleading, the maiden's whispered fear.
 The warrior, the blade that smites him, his mother's heart-wrung tear.
 I am intoxicating grapes, wine press and must and wine.
 The guest, the host, the traveler, the goblet of crystal fine.
 I am the breath of the flute, I am the mind of man,
 Gold's glitter, the light of the diamond and the sea pearl's luster wan—
 The rose, her poet nightingale, the songs from his throat that rise.
 The flint, the spark, the taper, the moth that about it flies;
 I am both Good and Evil, the deed and the deed's intent,
 Temptation, victim, sinner, crime, pardon and punishment;
 I am what was, is, will be—creation's ascent and fall;
 The link, the chain of existence; beginning and end of all.

—Translated from Hindu.

FRONTIER REMINISCENCES.

VII.

Down by the Platte's rolling tide,
 Swiftly the Sioux,
 On to their wigwams ride;
 Pawnees pursue.
 Wild do the war-whoops ring
 Out on the main,
 Louder the Sioux they sing
 Over the plain.
 Where were the Pawnees when Red Cloud called
 high?
 Not with the Sioux when the battle was nigh.
 The Sioux for the lands of his Fathers can die.

After joining the Pawnees on Crow creek, we together continued our march to a point near the present Pine Bluff station on the Union Pacific R. R., and from there we changed our course, traveling northeast. This movement was made for the purpose of intercepting the marauding Sioux, who were believed to be returning to their reservation with the spoils of their raid. The first camp that was made in company with the Pawnees was given to social intercourse, mingling in groups about the camp fires. After considerable time had been spent in this manner, at a signal given by one of the Indians, a large semi-circle was formed, all sitting cross-legged. By invitation we made a part of this circle. The meeting was addressed by a few of the most prominent Indians; one, a young man of about 27, of stalwart build and fine physique, attracted a great deal of attention, not only by his appearance, but also by his logic and eloquence. He related the early history of the tribe, its traditions, its battles and victories, and in closing dwelled with emphasis on the loyalty of the Pawnees to the United States and their friendship for the whites generally. His companions seemed anxious that we should appreciate his efforts—it was evident that he was a favorite with his people—and they spoke to many of us individually of his merits and his bravery in the fight. One of our troop who had not any more knowledge of their language than the average—and that was very little, indeed—after listening to one of the Indians speaking to him in this manner for some time, and becoming a little bored, took the Indian by the hand, saying, "Put it there! the devil a finer talker ever I h'ard and more shame it is we couldn't understand a word he said."

In a few days we had camped within twenty miles of Chimney and Court House rocks, two very curious and interesting formations, that without the slightest excuse for their existence, stand prominently in the wide-spreading valley of the Platte, and about six miles from the river. They are nearly, if not quite two miles apart. The composition is of gravel, from the tiny pebble to the robust and healthy boulder, adhering together by a cement supplied by nature, making them as tenacious and as resisting as a solid rock. Chimney Rock is a rounded column, not unlike the chimneys of some of our breweries, with an inclination to taper as it rises, towering up nearly 200 feet from a base made rugged by the debris that centuries have torn from the shaft. The valley about is of a rich fertile soil, producing every season hundreds of tons of hay, without any care whatever, except that Uncle Sam usually has it cut, baled and sent to Fort Laramie. There is nowhere in the surrounding country any formations bearing any relation whatever to these two curiosities; in fact there are no projections of any kind of rock above the ground in the vicinity, and even Scott's Bluffs, ten or twelve miles north, are of a hard clay substance. Court House Rock, as its name suggests, is a strangely formed pile, that rains and storms of countless seasons have chiseled and cut and fashioned into a familiar shape, having its constructed pavilions and projections formed in pleasing harmony with the whole. The first view of these rocks, coming from the east, reminds one very much of the spires and colossal roofs of public buildings that attract our attention when nearing a city, and our fancy, with little exertion, points out a populous city at our feet. It seems that imagination can, with less effort, supply the needed details, than the huge important parts that may be wanted.

Perhaps in a pre-historic age this locality had been an immense bed of gravel under the sea, that scientific research declares to have washed even the tips of the Rocky Mountains, and the receding waters deposited a sediment, that thousands of years with all their climates had first petrified and then rent and torn according to the solidity and resistance of the mass thus formed, leaving

that which could not have been destroyed. Indeed Scott's Bluffs have the appearance of a mountain of petrified mud. A similar composition is to be found near Deep Creek, Nevada; having an inexhaustible quantity of fossils and many strange petrifications of shell-fish buried in its stony grasp. Castle Rock, thirty miles south of Denver, Colo. is another composition resembling very much that of Chimney Rock; lying imbedded on its summit is a petrified monster pine tree, complete from root to branch, about one hundred feet long and having the appearance of being shattered in its fall. It has few visitors owing to its location.

Early in the afternoon of the day that brought us to the Platte, we struck the trail of the Sioux, going in the same direction as that in which we were traveling. On breaking camp that morning several small parties were detailed to scout the country to the right and left. One of these was composed of ten or twelve Pawnees who led off to the north of Chimney Rock; the main column keeping south with the trail that led directly to the river. All the detachments had orders to report at camp, a designated point on the Platte, before dark, if we had not encountered the Sioux before that time. Approaching the river from the direction in which we were traveling the view of the valley was uninterrupted, and limited only by the power of vision. Not a tree or shrub grew along its banks. As we neared the rising ground that overlooked the river and its wide bottom lands, the trail became more scattered, which gave us an opportunity to judge better of the size of the band. The trail was young, and those that made it did not number above a hundred. The tracks of some horses and mules was discovered amongst them. As we expected they went into camp near the river. Riding to the attack from any direction, we could be seen a distance of at least three miles; it was therefore important to cover that distance in the shortest possible time. At the command, we darted down across the meadow-like valley without a shot or a shout. The Pawnees leaning forward over the pommel of their saddles, and urging their ponies to their utmost, with strange guttural sounds, showed their eagerness to win the lead.

We had, during our scouting together that summer, changed places in the command every day, that is, the Pawnees would lead to-day and we to-morrow; this day we were in the lead. It was a pretty, picturesque cavalcade; around the neck of each pony was a string of metallic cartridge shells, and many of the Indians had them dangling from their saddles and bridles; they made a soft, pleasing sound, which was greatly augmented in the wild charge on the Sioux camp. It was certainly a most exciting run, and though leading when the word was given, the Pawnees soon mingled with us. In this way we traveled nearly half the distance before the Sioux had seen our approach, and when they did the wildest confusion reigned in their camp for a short time. The moment the Pawnees had seen that we were discovered, they burst out in the wildest yells and whoops, and every horse and pony was urged on with redoubled energy.

The small party of Pawnee scouts that had gone to the north of the Rocks in the morning, freed from the discipline maintained in the column, pushed forward and from the high base of Chimney Rock saw the Sioux encamped on the river bank. They at once led off to the left and to the river, believing that when we would attack, the Sioux would retreat in that direction, towards their reservation. In this they were correct, the Sioux jumped on their ponies and dashed helter skelter up the river. In less than a half mile they saw the Pawnees scouts coming down; thinking this was only a portion of a larger force, and knowing they could not turn back, they took to the river and crossed. So close did we push them, in our wild whooping run, that when they gained the opposite bank we were within four or five hundred yards of the stream. Such a mad, reckless leap never was taken as our jump into the river with a free rein and a yell. Their chances of escape now had increased, our tired horses, weakened by their swim in the flood, could not gain on them. However, during this time the dozen Pawnee scouts had crossed, but not before the Sioux had passed them. The Sioux ponies fairly flew along the level bank of the other side, the Pawnees close pursuing. Now every

man was in the race. One of the Sioux seemed to be falling behind and one of the Pawnees was leading his fellows one hundred feet, and gradually gaining on the Sioux that was losing.

Up to this time not a shot was fired. The Sioux, recognizing the situation, cut the saddle from under him, to lighten his pony; immediately after he threw from him every thing except his knives and bow and arrows. He was now perfectly nude, his quiver dancing on his back was his only covering, his knives he carried in his hand. Notwithstanding all this the Pawnee was still gaining, and soon came up with the Sioux. As he did so, he struck him across the face with his whip. Both ponies were now side by side, wild with the excitement of the fight. The Pawnee grappled with the Sioux, at the same time freeing his carbine from its socket; the Sioux in the scuffle wrenched the carbine from his enemy and flung it from him. He found it too cumbersome for a club, and it refused to work with the promptness that the occasion required. During this part of the struggle the Sioux bit off a portion of one of the Pawnee's fingers and spat it at him. He then commenced a most desperate onslaught with both knives; the Pawnee partly parried the first lunge, but received a horrid gash six inches long across the forehead, the knife's steel point scraping the skull. The Pawnee levelled his pistol, but it missed fire; at that instant the Sioux struck at him, with what cavalry tactics would call a "front cut;" the Pawnee saved his heart by throwing himself back, but his thigh received the knife well up, that left a deep, ghastly-looking wound clear to the cap of the knee. During this time we had been gaining on the combatants, but could render no assistance, owing to the proximity of both Indians. The Sioux felt we were closing on them and determined to end the battle. For a moment he seemed to brace himself, then quicker than a flash he reached under the Pawnee's pony; holding the pommel of his saddle with his left hand, he sunk the point of his steel into the bowels of the animal and drew it across its belly. The entrails of the poor creature fell out on the ground. In doing this, though the movement was quick as the execution of it was

complete, the Pawnee, not trusting again to the fire of his pistol, but grasping the barrel, he sunk, by a well directed blow, the hammer of the weapon into the head of the Sioux, crushing his skull and killing him instantly. Pony and Indians all came down in a heap together.

Tim Fagan.

[TO BE CONTINUED.]

COLLEGE STUDENTS.

SOME months ago I commended a speech made by Mr. Charles Francis Adams, to the students of Harvard College, as containing food for thought for the readers of the Magazine, for in said speech railroading was pointed out to these young men as a new profession, in which they might attain positions of trust and pecuniary advantage. There was one point, however, which Mr. Adams did not touch on, but the importance of which will be apparent, after reading the following account, taken from the World, of June 28th:

CAMBRIDGE, MASS., June 27.—A party of eight students, among whom were George Gill Whitelaw, of St. Louis, '87; Gaston Neaves Ashe, of San Francisco, '87; Jesse Maxwell Overton, of Nashville, Tenn., '86, J. E. Allison, of Xenia, O., '87, and Elden Bisbee, of Washington, D. C., '87, started from the college in Cambridge about 5:30 P. M. a week ago yesterday and attended in a body a champagne supper on board U. S. receiving ship Wabash, lying off the Charlestown Navy-Yard. They entered with buoyant spirits into the festivities of the occasion. They were lionized, as Harvard men always are, and toasted by all the company until they found themselves drunk.

At last the intensity of the excitement proved too much for three of the eight, when they left the Wabash and returned to their rooms at the college. The five above-named students remained and at once proceeded with commendable energy to compensate the company for the loss of their three companions by an increase of their own boisterousness. Ashe, who served as a sort of Bacchic leader, and who for some time past has displayed a good deal of skill and enjoyed a widespread college reputation as an exponent of the manly art, assumed at this stage of the proceedings a somewhat pugilistic tendency, much to the alarm of the ladies present. So offensive did his conduct become that some of the more sober ones ventured to remonstrate with him.

At 10 o'clock the quintet took their departure in the happiest condition of mind. They succeeded in boarding a Charlestown horse-car and all the way over to Boston amused themselves by smashing their hats and singing ribald songs, much to the delectation of the other passengers. Arriving at the corner of Sudbury and Court streets, they all alighted, and making their way five abreast along the sidewalk of the latter thoroughfare, proceeded to offer themselves to the wondering public as shining examples of the benefits of Harvard's refining influences. The street was crowded at the time.

In a neighboring barroom John L. Sullivan and Paddy Ryan were slaking their thirst, and a considerable crowd had collected to witness the occurrence. Progress became necessarily slow, and this fact appeared to stimulate Ashe. As the party approached the entrance of the Miller House, No. 147

Court street, he was heard to say to his companions: "Now, boys, we'll have a racket. Let's go into the Miller and clean the — place out." The proposition met with instant approval from the other four, but at the very entrance one of them, who still retained a phantom of sobriety, suggested:

"Let's not go in, boys; we'd better not." But the objection was overruled and with the concerted expression of opinion that they "could knock the whole gang out at one slap," they entered. Their approach was noticed by the proprietor of the place, Edward F. McAvoy, who was standing in the doorway at the time, and, filled with knowledge born of a year's experience as manager of the saloon which is dependent largely upon student trade, he considered it best to follow the boys in. He found them already running things pretty much their own way. Ashe amused himself for a while at the expense of parties desiring to use the shooting gallery, which is run in connection with the establishment. He tipped their gun-barrels up, down and sideways in the greatest glee, made himself, with the rest of his crowd, unpleasantly familiar and noisy, until McAvoy expostulated with him rather forcibly.

Things now reached a crisis. As he squared off, according to the most approved methods, McAvoy, who is somewhat of an athlete, grasped his arms and held them. Suddenly, however, without warning, a stunning blow from a loaded cane fell upon his head from behind. His grasp loosened and he sank bleeding and senseless to the floor.

Then ensued a lively scene. About fifteen loafers were in the saloon. McAvoy's fall was the signal for their combination against the intruders and concerted attack was made with chairs, clubs, beer mugs and whatever was handy. Drunk as they were, the Harvard boys were "game" and they answered the cry of "Down with the college youngsters" with cries of defiance. No time was wasted. The blows of weapons fell incessantly. Chairs and tables were overturned and the orchestra instruments were hopelessly ruined. Blood flowed in reckless profusion. McAvoy recovered from the blow given him, staggered to his feet, and calling to his mother, who entered at the moment:

"I'm all right. We'll lick the — whelps yet." He sprung into the thickest of the melee. Fortunately for the students an attendant ran to the police station, in Joy street, from which place a squad of officers were sent. They soon brought the maddened crowd to their senses. As one of the Harvard fellows said afterwards:

"If the scrimmage had lasted three minutes longer some of us would never have seen home again." McAvoy ordered the five arrested, but when the officers went to look for them two were missing. The remaining three were taken to the station, but McAvoy refused to prefer charges against them for fear of injuring his business. They were, accordingly, released and all went together to Dr. Cilley's office, in Cambridge street, where their numerous wounds were dressed. Some of them were pretty serious, that of McAvoy necessitating seventeen stitches in the scalp.

The anger of the Harvard men was by no means abated and was rather increased by accessions to their ranks. Numerous threats were made of going back to "wipe out" the saloon, but a squad of police stationed there all night succeeded in keeping order.

"One of the young fellows, said Dr. Cilley, "deliberately offered me \$100 for a razor to cut McAvoy's throat with." Meanwhile, towards midnight, the three remaining members of the original eight were sobered enough to realize their position and all haste was made to the college in search of their comrades.

There a pitiable scene awaited them. In his room, pacing up and down, all smeared with blood, was Whitelaw. He was totally insane and when found was uttering imprecations and shaking his fists at imaginary foes. On his head were a number of wounds, one of them having caused concussion of the brain. From that time to this he has not known a lucid moment. His parents, in St. Louis, who, by the way, are millionaires, were at once notified, and since their arrival he has had the best of medical aid, but at this time the physicians have little hope of his recovery.

Here we have another illustration of the evils of drink. A party of young men—gentlemen, they wish to be called—start out to pass an evening and to have some fun. They have good clothes, plenty of money, the best of training, youth and good health. Why should they not enjoy themselves? But how do they go about it? They commence with a champagne supper—sorry to say that Uncle Sam's officers gave it to them on board one of the U. S. ships—and soon we find that "when wine is in wit is out." for good clothes, good manners, good advice and admonitions are all forgotten and disregarded, and these would-be gentlemen become a set of ill-bred, brawling, drunken loafers, displaying their shame, to the disgust of the public, and running matters with a high hand, until they fall into the hands of the police, and are marched to the station house, while one, more unfortunate than than the others, has his head injured so seriously as to endanger his life. It is sad, indeed, to contemplate a scene like this—to find that young men of the so-called higher classes, with all their exalted privileges, setting such an example of folly to those beneath them in the social scale.

With such developments, which show some of the attainments which young men are capable of at these institutions, it is now a wonder that Mr. Adams, who is a railroad President, should deem them fit subjects for a profession in which, more than any other, probably in the world, Sobriety is the watchword. Every class of railroad employes have ascertained that a drunken man is not a safe man to railroad with, and have incorporated their belief into their laws, thereby inculcating Sobriety, and managers of railroads have also been taught by experience, at sometimes heavy expense, that sobriety is an essential element in railroading. As our Brotherhood has made this a portion of our motto, and as many in our ranks are strictly following it out, we may take courage and go on well assured that no matter how many graduates Harvard or Columbia or any of the other colleges may turn out, and no matter how proficient they may be in the various branches of arts and science, if they lack sobriety they can never compete with us in the race for places of trust and

profit. In this connection I cannot refrain from expressing my admiration at the conduct of our members, for although I have seen hundreds of them together, having a good time, under conditions favorable to dissipation, I have never yet found one of our members drunk, and hope I never may see such a sight. I know there have been such cases, and I suppose there will be just as long as our members will permit themselves to touch intoxicants at all, but I hope for the time when all shall not only be sober, but total abstainers, for that is the only absolute safety from drunkenness.

X. L. C. R.

A GOOD NAME.

A good name is the richest possession we have while living, and the best legacy we leave behind us when dead. It survives when we are no more; it endures when our bodies have crumbled to dust. What means will secure it to us? It is to be won by virtue, by skill, by industry, by patience and perseverance, by humble and consistent truth and confidence in a high and overruling power. It is lost by folly, ignorance, ignominy and crime. That good name, which is to be chosen rather than great riches, does not depend on the variable and shifting winds of popular opinion. It consists in a fair and unsullied reputation, and awarded to us, not by the ignorant and vicious, but by the intelligent and good. In such a name we look first of all for integrity, independence, determination, and for a reverent regard for all moral qualities. These are the essential properties of a good character, which commends itself to the careful consideration of the truly good everywhere. It is ever to be kept in mind that a good name is in all cases the fruit of personal exertion. It is not inherited from parents; it is not created by external advantages. Every man should endeavor to maintain a good reputation, and especially labor to possess a good character. Our happiness depends not so much on what is thought of us by others, as on what we really are in ourselves. It is important, above everything else, that we be right, and do right, whether our motives and actions are properly understood and appreciated or not. It is no necessary appendage of birth,

wealth, talent or station, but the results of one's own endeavors, the fruit and reward of virtuous and honorable actions. The attainment of a good name, however humble the station, is within the reach of all. No man is excluded from this invaluable prize. It may be said that in the formation of a good name personal exertion is the first, the second and the last virtue. Nothing great or excellent can be acquired without it. Nothing can be more fatal to the attainment of a good character than a confidence in external advantages. Life will inevitably take much shape and coloring from the plastic powers that operate in youth. Much depends on taking a proper course at the outset of life. The principles then adopted and the habits then formed, whether good or bad, become a kind of second nature, fixed and permanent. Habit results from the repetition of the same act, until we become so accustomed to it, that it scarcely attracts our attention. The two most precious things this side the grave are our reputation and our life. It is to be lamented that the most contemptible whisper may deprive us of the one and the weakest weapon of the other. A wise man, therefore, will be more anxious to deserve a fair reputation than to possess it; this will teach him so to live as not to be afraid to die. A fair reputation is like a delicate plant in its growth. It will not shoot up in a night, like the gourd that sheltered the prophet's head; but, like that gourd, it may perish in a night. A good name, like good will, is gained by many actions, but lost by one. One of the most essential elements of a good name is the possession of good moral principles. Such principles fill the soul with the noblest views and purest sentiments, impart new light and vigor to the mind, secure a safe passage through all the temptations of the world, to the abode of eternal blessedness. A good name is won only by a life of constant activity and exertion, by self-denial, and an outflow of charity, yet its rewards are great and enduring; to fail of its possession is to be without the best thing on earth. Without it every accomplishment of life stands like the beacon blaze upon a rock, warning that its approach is dangerous, that its contact is death. He who has it not is under eternal quarantine. No friend to greet him, no home to harbor him.

And amid all that ambition can achieve, he feels himself alone, destitute of the sympathy of his fellow-men. He has lost the confidence of his fellow-men. They know him to be unprincipled and hollow-hearted, and are ready to believe all the evil that is said of him. On the other hand, a man of fair character, of tried and established reputation stands out to the eyes of the public as one above suspicion; he need never give himself much concern as to any unfavorable reports circulated respecting him. Slander may, for a moment, fix its fangs on a spotless character, but such a character has within itself antidote for the poison. A good name will secure for you the esteem and confidence of your fellow-man, increase your capacity, extend the sphere of your usefulness! A good name draws around its possessor warm friends, and opens for him a sure and easy way to wealth, honor, and happiness. Reverse the picture, and think of the direful evils of a ruined character; it will deprive you of self-respect and peace of mind; it will exclude you from the confidence and esteem of your fellow-man; it will cut you off from all means of usefulness, and degrade you to a mere cipher in society. A good name is thus a protection against suspicion and evil reports; it is the source of the purest and most lasting enjoyment; it secures for us the esteem and confidence of our fellow-man; it increases the power and enlarges the sphere of our usefulness; it has the most direct and happy bearing on our success in life; it stands connected with the happiness of our families and friends, with the welfare of society, with the temporal and eternal happiness of thousands. "Hence, a good name is to be chosen rather than great riches."

G. H. Whitney.

BRILLIANTS.

The robins sang in the orchard, the buds into blossoms grew;
Little of human sorrow the buds and the robins knew!

—Whittier.

I hold that Christian grace abounds
Where charity is seen; that when
We climb to heaven, 'tis on the rounds
Of love to men.

—Alice Cary.

Ah! what a warning for a thoughtless man,
Could field or grove or any spot of earth
Show to his eye an image of the pangs
Which it hath witnessed—render back an echo
Of the sad steps by which it hath been trod!

—Wordsworth.

DOWN ON WRIGGLE CRICK.

Best time to kill a hog's when he's fat.—Old Saw.

Mostly, folks is law-abidin'
Down on Wriggle Crick—
Seen' they's no 'squire residin'
In our ballywick;
No grand juries, ner suppenies,
Nor no vested rights to pick
Out yer man, jerk up and jail if
He's outragin' Wriggle Crick!

Wriggle Crick hain't go no lawin',
Ner no suits to beat;
Ner no cout house, gee-and-hawin'
Like a county-seat;
Ner no waitin' round for virdicks,
Ner no gittin' witness fees;
Ner no thiefs, as gits "new hearin's"
By some lawyers slick as grease.

Wriggle Crick's leadin' spirit
Is old John's Cullwell—
Keeps postoffice, and right near it
Owns what is called "The Grand Hotel!"—
(Warehouse now) buys wheat and ships it;
Gits our ties and trades in stock,
And knows all the high-toned drummers
'Twixt South Bend and Mishawauk.

Last year comes along a feller—
Sharper 'an a lance—
Stove-pipe hat and silk umbreller,
And a' all-wool pants—
Tinkerin' of clocks and watches;
Says a trial's all he wants—
And rents out the tavern office
Next to Uncle John's.

Well—he tacked up his k'dentials
And got down to biz—
Captured John's by cuttin' stencils
For them old wheat sacks o' his—
Fixed his clock in the postoffice—
Painted fer him, clean and slick,
Crost his safe in gold-leaf letters;
"J. Cullwell's: Wriggle Crick."

Any kind o' job you keered to
Reak him with and bring
He'd fix for you—just appeared to
Turn his hand to anything!—
Rings, er ear-bobs, er umbrellers;
Glue a cheer or chany doll—
W'y of all the beatin' fellers
He jest beat 'em all!

Made his friends, but wouldn't stop there—
One mistake he learnt;
That was sleepin' in his shop there,
And one night it burnt!
Come in one o' jest a-sweepin'
All the whole town high and dry,
And that feller, when they waked him,
Suffocatin' mighty nigh!

John's he drug him from the buildin'
Helpless—'peared to be—
And the women and the child'r'n
Drenchin' him with sympathy;
But I noticed John's helt on him
In most warmest partnership!

That's the whole mess, grease and dopin'
John's safe was saved—
But the lock was found sprung open,
And the inside caved.
Was no trial—ner no jury—
Ner no jedge ner court-house click—
Circumstances alters cases
Down on Wriggle Crick!

—James Whitcomb Riley.



PHILADELPHIA, June 24, 1886.

MESSRS. EDITORS: A suggestion was made to me prior to my address to the Brotherhood in Convention assembled, on September 24th, 1885, at the Novelties' Exhibition, Philadelphia, that the same, entitled "Echoes from the Locomotive's Cab, the Round House and the Rail," should be taken down in shorthand, and printed in full, for the information of the Brotherhood, in the official Magazine of the organization. I had both addresses taken down, that is, the one at the Novelties' Exhibition, and the other in the Lecture Room, of the Franklin Institute. I find that they would be scarcely interesting, unless accompanied by the illustrations which were shown by the Magic Lantern, and of which I spoke extemporaneously.

I have therefore determined to ask you to publish the opening address of Mr. Henry R. Heyl, Chairman of the Committee of the Sciences and Arts of the Franklin Institute, and also Chairman of the Novelties' Exhibition; and Grand Master Arnold's reply thereto, illustrated by a most excellent likeness of the late Matthias W. Baldwin, the founder and proprietor, until his death, of the great Baldwin Locomotive Works of Philadelphia, the largest Locomotive works in the world.

The address of Mr. Heyl was as follows:

I have the pleasure this evening, on behalf of the Franklin Institute, to welcome you to the Hall of the Novelties' Exhibition. Many of you, doubtless, are familiar with the history of the work of the Franklin Institute, which extends back many years. It was organized in 1824, principally by the mechanics of the city of Philadelphia. I must make an apology for alluding to the early history of the Franklin Institute and I refer to it only because it has a bearing upon the subject to be discussed to-night. Allow me, therefore, to refer briefly to the first exhibition which the Institute held. This was shortly after the organization of the Institution, and, as its title indicates, it was designed to promote the mechanic arts, and to encourage invention and skilled workmanship by every possible means; so exhibitions became at once a part of the plan, in order that we might improve by the example of others. Very early then in the history of the Institute, the projectors inaugurated the series of displays, of which the "Novelties' Exhibition" is the twenty-ninth. On October the 16th, 17th, and 18th, of the year 1824, the first Exhibition was held, and the reports show that it was a decided success. There were thirty premiums offered, only nine of which were called for by the Exhibitors; and one of these was awarded to a gentleman, whose memory we all cherish—he having passed to the better land. I refer you to one, whose name is familiar to you all; one who was not then a builder of locomotives; but to-day, locomotives built in the great establishment which bears his name, are to be found in every part of the globe. In that first exhibition, there were no locomotives to be seen. I suppose at that time, there were no locomotive builders in the United States, but this gentleman had an exhibit there, which received the commendation of the judges, on account of the perfection of workmanship. Now, I presume, you all know to whom I

allude—namely, Matthias W. Baldwin. He was then a member of the Franklin Institute, and remained such until his death, a few years ago. This gentleman brought to the first exhibition of the Franklin Institute, printing rolls, engraved on copper, as specimens of his own work. He was a machinist, and of course, did everything well that came into his hands in those days, as he has done since; and as his first work received the commendation of the judges of the first exhibition of the Franklin Institute, so I think every one here will bear me out in saying that he continued throughout his life, in doing good work; that it was his aim to excel in everything, and doubtless he felt that the man who would put poor workmanship into a locomotive, would be guilty of a great crime. As the responsibilities of locomotive engineers and firemen are great, so also should be the honor attached to their offices—and it matters not how faithfully they execute their trust, they are powerless to avert disasters occasioned by hidden defects in the construction of their engines. Traveling behind a locomotive is as common to us now as eating our meals or doing any other daily duty; and we generally get into a train without feeling any fear, because we know that there are intelligent, conscientious men at the head of it, and we are seldom disappointed; and I will say here, that in all the experience I have had, I have never been disappointed by any of these men.

It is, therefore, a great pleasure to me, to welcome this body of Locomotive Firemen, and possibly Locomotive Engineers, to the Novelties' Exhibition, to enjoy as much of it as your time will permit; but, I do not want to take any more of your time now, because it is already late, and you have come to listen to one who is versed in locomotive language, and I will therefore give way to him. [Applause.]



MATTHIAS W. BALDWIN.

Grand Master Arnold responded as follows, on behalf of the Brotherhood of Locomotive Firemen:

"Mr. Heyl, Ladies and Gentlemen:—I have been invited here to respond in behalf of the representatives of nearly fifteen thousand sons of brain and brawn, who are generally known as grimy and greasy citizens of these United States; and to thank the gentlemen who conduct this Exhibition, for this reception and it is indeed a pleasure to me. When Mr. Heyl, the gentleman who has so ably preceded me, stated that he would give way to one who is better posted in locomotive language, I did not suppose

that he meant me, or intended to inflict a long speech upon you from me, or a long address of any kind, upon a subject with which we are all so familiar. In fact, just before Mr. Heyl got up to speak this evening, he informed me that he had but a few words to say, and so, congratulating myself that I also might easily escape an address, I was feeling pretty good over it. Now, the only thing I have to state is, that it will hardly be proper for me to go into a long discussion to-night, upon locomotives; because a majority of those present to-night feel, perhaps, that they have heard a little too much of my voice during this week, and no doubt you will hear a little more of it, before the end of this week; but as to that, that is a matter for after consideration.

I have really nothing to say in the way of locomotive interests to-night, and I know that it is not expected of me. I merely came in behalf of the Brotherhood of Locomotive Firemen to pay their respects to the gentlemen who have so kindly invited us to attend this reception; and I therefore thank them in behalf of the Brotherhood of Locomotive Firemen. I will now give way to Mr. Lockwood, who will entertain you with a number of views touching upon railroading and railroad interests. [Applause.]

As "Eccentric," by his inquiries, has shown another way in which the Brotherhood may become educated by what I said at both of these addresses, and this has been so ably seconded by the management of the Magazine, by introducing a Mechanical Department, I promise the Brotherhood that every Mechanical feature of these two addresses, shall be touched upon, and in most cases, illustrated in the mechanical columns of the Magazine.

Trusting that this will prove acceptable to you, and the Brotherhood, believe me

Very truly yours,

WILLIAM E. LOCKWOOD.

St. Louis, Mo., June 27, 1886.

MESSRS. EDITORS:—If you take a pair of engine drivers out from under an engine and place them on level track with one pin on bottom quarter and place a rope on this pin and stand near the rail some eight or ten feet from the drivers and pull the rope, will the drivers move toward or from you.

EAST LINE.

MESSRS. EDITORS:—The June Magazine is again at hand (a little belated, though, in this section of our country) and it is with pleasure we note that quite a number of new contributors make their debut in the Mechanical Department. Chas. Pope gives us his ideas on the hammer-blow, but as I have already given my views, in a previous number of the Magazine, I refrain from going into this matter now, as I wish to hear from Mr. Lockwood, in regard to this matter, as he has promised to give us a full explanation of it, which I have no doubt many of our members are anxiously waiting for.

I notice "Fireman," from Ottawa, Kan., asks "whether a valve will travel faster in full stroke or when it is hooked back short." In reply, I would say that it is self-evident that a valve in full stroke has to travel over a greater surface with each revolution of the wheel than it does when hooked up

short, hence, at the same rate of speed a valve will travel slower in proportion to the amount it is hooked up.

M. P. calls my attention to my previous statement about the ends of the rails being worn by what I called a hammer-blow. I used that term as I had used it before, in the same article, not because I ignored the opening between the rails, but because of the fact that at ordinary train speed there would really be no drop into this opening but a jump across it and an impact on the other side of the opening. At slow speed, of course, each wheel in the train would drop from the end of the rail into the opening, and striking the other end produce the wear alluded to. Thanks, M. P., for appreciation and correction.

"Black Hills" gives his views on wheels running around curves, which, in the main, are correct, but with wheels worn down level, or with a smaller diameter at flange than at the outside, one of the wheels will have to slide and I am supported in my views that the inside wheel slips back, by "Webfoot," in the July number.

J. Bingham has his say on the wheel question, which Mr. Lockwood has reduced to a plane and puts to us again in another shape. The first two figures are only explanatory, and show the construction of the puzzle, while figure 3 is the new problem, in regard to which Mr. Lockwood wants "Eccentric" and others (of which I am one) to answer. It is obvious, in this problem, that if the marked tooth, A, of the geared circle A be placed in the first notch of the rail A and the first tooth of the plane B is placed in the notch diametrically opposite, then if the geared wheel is revolved once, or until the tooth, A, is again in contact with the rail A the end of the plane piece, B, will be twice as far from the starting point as the geared circle A. It does not seem to demand much study to arrive at this conclusion, for most all of us may at some time have had occasion to use rollers in moving heavy bodies or, at least, may have seen them used, and the fact that the body moved on loose rollers moves faster than the rollers is shown very plainly by the rollers coming out at the rear and in order to continue moving the body they have to be replaced in front. This much seems plain, but how Mr. Lockwood is to prove his points by this is not so easy to discern, hence, we will have to bide our time.

I have a query which no doubt has also presented itself to others. No matter how skillful a fireman may be, there are days when the locomotive will not steam as freely as on other days. I have noticed (and many others tell of similar experience) that on the days when she would not steam, it seemed as if the pump or injector was not able to keep her up in water, while on days when

MESSRS. EDITORS:—Referring to Mr. W. E. Lockwood's illustrated article in the July number, I quote: "Place the geared circle A in the straight line of the commencement of the inch, in the geared and stationary plane A. Move the geared movable plane B to the left, so that the right hand limit of the slot is in a vertical line with said limit, insert a round-headed screw, (the round-headed screw having a flat surface makes the better guide) and make one revolution of geared circle A or until dotted A is again in contact with the rail, then say how far the geared moving plane B has moved."

I am very glad, in this instance, that I have so plain a proposition to answer, in contrast with the first proposition of the geared wheels, A and B.

Referring to Figure 3, we have a plane with ruled figures upon it. I have constructed a rough model, in accordance with the drawing and the proposition, and I find that, starting at the commencement of the inch line, with the geared wheel A, Figure 3, in contact with this line at the dotted line A at the bottom, and make one revolution upon the stationary plane A, it will be found that the distance is $9\frac{1}{4}$ inches; and measuring the movable slotted plane B, commencing in the vertical line at $18\frac{1}{2}$ inches, when the wheel has moved one revolution by the ruled measurement, the geared slotted plane B has moved $9\frac{1}{4}$ inches. Of this solution of this second puzzle, I have no doubt, because the stationary and the movable planes both measure the same distance, and as they were originally one, and separated by the jig-saw, they must be substantially correct.

Therefore, I give this as my answer to the question: Slotted plane B moves $9\frac{1}{4}$ inches in one revolution of the geared wheel A upon stationary plane A at the same time it has moved $9\frac{1}{4}$ inches upon stationary plane A.

ECCENTRIC.

OIL CITY, PA., July 4, 1886.

MESSRS. EDITORS:—In the June number of the Magazine I notice the following question by "Fireman," of Ottawa, Kan.: "At a given speed of a locomotive, in what position will the valve travel the fastest, at full stroke or cut back short." If he ask himself the following question, the answer is apparent: Can a valve travel faster than the throw of the eccentric?" Of the wheel question, "Fire Box" says one wheel must slide forward, and *vice versa*. "Black Hills" says that part of the wheel next to flange is higher than the outside, therefore, has a greater circumference, and in rounding a curve the wheels crowd to the outside. Therefore the outside wheel will travel a greater distance than the inside. Suppose the wheels to be badly worn, what then? Can one wheel travel farther than the other, they being

stationary on the axle and in the frame? The one must certainly make as many revolutions as the other. On a curve of ten degrees the inside rail is about eleven inches shorter to every one hundred feet than the outside. An engine, rounding a curve, as "Black Hills" remarks, the wheels crowd to the outside rail and when they crowd so far they slide toward the inside of the curve, and so on till the end of the curve is reached. If you notice, in rounding a curve the trailing wheels strike the outside rail and bound toward the inside of the curve, and the inside rail being shorter than outside the inside wheel will naturally have to slide back a little. I will ask a question: Does the piston travel?

PISTON.

MINNEAPOLIS, MINN., June 18, 1886.

MESSRS. EDITORS:—On page 347 of June Magazine, "Fireman" asks: "At a given speed of a locomotive in what position will the valve travel faster, when working at full stroke or when hooked back short?" In reply, I would say that when working at full stroke the valve travels fastest. It must cover the distance in the same time, so of course it travels faster in that position.

On the same page "Black Hills," in answer to an article by "Fire Box," says that in rounding a curve neither wheel slides, because the part of the wheel next the flange is higher than the outside, and therefore the outside wheel has a greater circumference, and in rounding a curve the wheels crowd to the outside, therefore the outside wheel travels a greater distance than the inside. There is certainly something in this but the tread of the wheel soon gets worn down flat, or nearly so, so it does not amount to as much in practice as it does in theory. If "Black Hills" will watch the wheels of a truck when rounding a curve he will find that the wheels slide as "Fire Box" says.

I wish to express my sincere thanks to "Vulcan" for his article, especially the latter half of it. Have also read with a great deal of interest the article in regard to Mr. Lockwood's locomotive puzzle, and hope to hear from others on the subject.

DICK.

MESSRS. EDITORS:—In the June Magazine, on page 347, I notice a question put by "Fireman," viz: At a given speed of a locomotive in what position will the valve travel fastest? That is, will the valve travel faster when working at full stroke or when it is hooked back short? The answer that I have is that it travels faster at full stroke, for the reason that it has a greater distance to travel.

Hoping to hear more on the subject I remain

Truly yours,

LUBRICATOR.

TEMPLE, PA., June 29, 1886.

MESSRS. EDITORS:—In answer to the query: "At a given speed of a locomotive, in what position will the valve travel the fastest, hooked up, or working full stroke," I would say the valve travels the fastest at full stroke. The valve is traveling its extreme distance and the motion will be quicker for the long travel in the same length of time.

Modoc.

KANSAS CITY, Mo., June 28, 1886.

MESSRS. EDITORS:—In reply to "Fireman," Ottawa, Kan., I think the valve travels fastest when working at full stroke, as it has a longer distance to travel and must get there in the same length of time as it would if hooked back.

Here is a question for your next issue: Where a locomotive is traveling "without slipping," what is the shape of a line the crank-pin will make, if so arranged as to leave a mark.

SMOKE ARCH.

A CAR coupling has been patented by Mr. Adrian T. Lott, of Coldwater, Miss. It comprises a drawhead with a pivoted and spring pressed coupling plate having an inclined downwardly projecting hook, allowing automatic coupling, together with a screw rod adapted to be operated from the top of the car, to tilt the coupling plate to lift its hook for uncoupling the cars.

Mechanical Substitute for a Horse.

Scientific American.

Chambers's Journal mentions a gentleman who, being prevented, by physical disqualification, from continuing the exercise on horseback which had always been so beneficial to his health, was possessed with the singular notion that it would be possible to construct a machine which, when seated upon, could be made to evolve the same action as a galloping horse. The inventor made his machine; it answered its purpose to his complete satisfaction; and the device having been patented, it has recently been manufactured and brought before the public. Whimsical as is the purpose of the machine, it has, upon trial, been commended by many medical authorities, and won no little favor.

The "rider" seats himself upon an ordinary leather saddle, his feet being in fixed stirrups, and his hands grasping a handle attached to a metal projection. The saddle is firmly attached to a small wooden platform below by means of metal connections. This platform is suspended by leather straps from the topmost extremities of four semi-circular steel springs, which are firmly attached at the bottom to the metal foundation of the machine. Seated upon the sad-

dle, the operator can be swayed about in all directions.

Beneath the platform are four padded buffers—corresponding to the horse's feet—and by the weight and motion of the operator's body these buffers strike or bump, at each depression, upon the foundation below, so that, with a little practice, an automatic imitation of horse exercise can be produced. The movement can be made either very easy or very violent. By the full use of the handle, a good muscular action is given to the chest and lungs. For invalids and all of a weak bodily constitution, the machine is strongly recommended. It is adjustable for the use of persons of different stature and weight; and for those condemned to sedentary employment, its daily use is said to be attended with beneficial results.

The Age of Railroads in Different Countries.

The Statistique Suisse gives the dates of the introduction of railroads in the following countries, from 1825 to 1860:

England	September 27, 1825
Austria	September 30, 1828
France	October 1, 1828
The United States	December 28, 1829
Belgium	May 3, 1835
Germany	December 7, 1835
Island of Cuba	In the year 1837
Russia	April 4, 1838
Italy	September, 1839
Switzerland	July 15, 1844
Jamaica	November 21, 1845
Spain	October 24, 1848
Canada	May, 1850
Mexico	In the year 1850
Sweden, Peru	In the year 1851
Chili	January, 1852
East Indies	April 18, 1853
Norway	July, 1853
Portugal	In the year 1854
Brazil	April 30, 1854
Victoria	September 14, 1854
Columbia	January 28, 1855
New South Wales	September 25, 1855
Egypt	January, 1856
Middle Australia	April 21, 1856
Natal	June 26, 1860
Turkey	October 4, 1860

Engineering Inventions.

A car coupling has been patented by Chas. M. Ingersoll, of Summit Hill, Pa. This device consists of a novel construction and combination of parts, whereby the cars will be coupled automatically when run together, and can be readily uncoupled, while it is simple in construction, strong, and not liable to get out of order.

A railway switch has been patented by Mr. John T. Rider, of South Oil City, Pa. It is so made that the front wheel of an approaching train presses down the inner end of a dog, which withdraws a latch, when by another dog the switch is automatically thrown, while it will remain locked for switching or shunting trains moving about the switch.

THE MECCA OF AMERICA.

Portland Transcript.

The sun lay bright and warm on the broad streets and avenues of our beautiful Capital City, as two stray members of the Buxton C. A. C. wended their way to the 71st wharf to embark on the little steamer Corcoran for a long dreamed of pilgrimage to the home of Washington.

Evidently many others were intending to realize similar dreams, for the entrance to the boat was crowded; and to their consternation the captain called out—"Only a certain number taken aboard, and no more trips until two o'clock." Here was an unlooked-for predicament, and only that day to give to the journey.

Giving a quick look at each other, the masculine member strode forward, determination in his eye, and the feminine member, being conveniently small and slight, slipped quietly through the perplexed throng, and passing over the plank, heard the couple following close behind ordered back,—the number being complete.

The people on the boat were from all over the Union. All united in a common purpose, and good-natured and social to an amusing degree. As they eagerly watched the places of interest on the beautiful Potomac, Arlington House in plain view on the Virginia shore, and the nicely built grounds of the Arsenal and Navy Yards, scraps of conversation would reach them, showing the bluff old man yonder was a ranchman from the West, the smooth well-fed gentleman from St. Louis, and another away down in the sunny South.

For sixteen miles of surpassing beauty the little boat plows her way; passing Fort Foot, an important defence during the war; halts a moment at old Fort Washington, and, crossing to the Virginia shore, lands at a small ancient wharf belonging to the estate. Far above, on the high slightly ground, grand in old-styled architecture, stands the shrine of our pilgrimage, the Mecca of America—Mt. Vernon.

Walking up the old-time driveway, at the entrance to the grounds they reach the Tomb. It is a very plain brick affair, kept as it was made over 80 years ago. The door is only protected by an iron barred gateway, and, plainly to be seen, almost so close it could be touched, is the marble sarcophagus containing all that remains of George Washington. Beside it is a similar one in which reposes the dust of Martha, the beloved consort. The sight of the marble boxes, the simplicity of the whole arrangement, brings the reality of George and Martha Washington to their minds, as no lofty pile of sculptured stone could ever do.

Leaving the Tomb, they pass upward to the mansion, which fronts the river, commanding a most extensive and delightful

view. It is a large, rambling house of wood, two story, with dormered roof surmounted by a cupola. The main portion was built by Lawrence, elder half-brother of Washington, from whom he inherited the estate, and named it in honor of Admiral Vernon, under whom he had served in the West Indies. The more modern parts were added by the General. In 1858 the buildings and 200 acres of land were sold by John A. Washington, a nephew, to the Ladies' Mt. Vernon Association, who intend it to be kept as a public place of resort and pilgrimage. Through them the empty rooms are being refurnished in the style of the day of the illustrious owner.

Passing in at one of the three front doors, they would feign be quiet and give themselves up to the sacred associations of the past, and realize they are treading in the very footsteps, and gazing upon the familiar objects of daily life, of the Father of our country.

But the busy tide of sight-seers impels them along and they can give but a few moments to the different rooms, the East and West parlors; the state and family dining rooms; the music room of Nellie Custis, in which is the harpsichord presented by her step-father; the main hall, on the wall of which hangs the key of the Bastille, given by Lafayette, and said to be there placed by the hand of Washington. It is a rough, rusty iron object, about nine inches long.

Half way up the broad stairway stands the old tall clock, keeping to itself the events it has ticked away for a century. Gazing a moment at Lafayette's room, they pass on until is reached the most sacred spot of all, the chamber where the great one died. This room is precisely as he left it. The high-topped bed, the spindle-legged furniture, his hair-covered trunk, his field compass standing in the corner, all speak vividly from the past. They turn sadly away, as from a familiar scene of personal association, and ascend to the third story to the little room directly above, with its arched roof, and dormer window looking upon the tomb, which Mrs. Washington occupied after his death, and in which she died.

Passing into the outer air again, they visited various buildings,—the servants quarters making quite a little neighborhood. The kitchen, like all at the South, being separate from the mansion, a small house by itself.

The floor was of brick, and, taking up nearly one side with its accompanying oven—was the fire place of over a hundred years ago! So large was it, that one could walk into it and sit down in its generous depth. So bewitched by the sight of it was the feminine member, that in spite of warning by the boat's whistle, and reflections cast upon it, as "nothing but a fireplace" from the impatient masculine, that she would take a

little time and sit there, and imagine the big fire of logs, and the savory pots hanging on the crane; the tin-kitchen with its plump turkey sending forth delicious odors; the gridiron sputtering over the glowing coals, and all the culinary appointments of a well gotten up meal in old Colonial days.

But the pushing present cannot be long ignored, and they again started forth walking through the gardens, laid out with rows of box, planted by Washington's own hand, green and bright as in the days of long ago. The stables were next peeped into, looking funny enough to their New England eyes, being low brick buildings, with brick floors, and odd shaped roofs.

In Washington's day the estate extended to Alexandria, eight miles above; there he used to attend church, riding all the way, over his own domain.

They left the boat at that ancient city, and it seemed like stepping into the past, indeed, for a more dilapidated place can hardly be found in the States. Fine old mansions were tumbling into decay; great holes were in the brick pavements; and cows were wandering through the deserted streets. They wished to make inquiry regarding a certain encampment of Maine troops during the war, and walked along until the out-skirts were reached—a veritable shanty town! The inhabitants, from their clothes and appearance, had had nothing to do since the war. Every corner of the shaky huts was propped up by smiling darkies or poor whites, waiting, Micawber-like, for something to turn up. Evidently the advent of these two stray members was an unexpected piece of good luck, by the alacrity with which they flocked around, and with lively interest answered their questions, and tried to solve their perplexity.

Finally, there stepped from a queer little grocery that would have delighted the heart of Dickens,—a typical character of that famous author,—the much bepatched, and still battered, proprietor. A turnip in one hand from which he was cutting slices with a pocket knife, and eating with the relish a nodhead or a New York pippen would have received, and he, with the gracefulness and vivacity of a Frenchman set them right in their inquiry.

Retracing their steps to the heart of the city, they met an old colored man, and asked him what places were of most interest to see. With the characteristic politeness of the older colored people he saluted them, and answered: "Well, der is Christ Church where Washington used ter go, an' der is de Braddock House, Washington's Headquarters, and den, right round der, is the house where Ellsworth was kill-at." And being at leisure, like everybody else they saw, turned and walked with them until they were sure of their way, and, as a dime

was offered him, took it gratefully, saying "thank ye kindly, boss."

Christ Church was built in 1773, and the pew of Washington is the old fashion square style, with door to shut, and seats all around. It remains just as he used to occupy it, although the other seats have been modernized. Across the aisle is the pew of Gen. Robert E. Lee.

The Braddock House is a fine old specimen built 153 years ago. It is entirely empty, and kept as a relic of ye olden times. The rear has a circular balcony upon which the long chamber windows open; commanding a fine view of the beautiful harbor, and overlooking the remains of what was once no doubt a charming garden, now overgrown with weeds. The front juts against the rear of the present Braddock Hotel, itself built over eighty years ago, and through which only access to it can be gained. They wandered through the silent rooms, and left with regret the historic place, and in the sail back to the Capital felt the day had been replete with interest, and long to be remembered.

REDUCTION OF EXPENSE.

American Railroad Journal.

In a recent article, the Toledo Blade holds to the opinion that when a curtailment of expenses becomes necessary on a railway and a reduction of wages is decided upon, this reduction should not be confined to the engineers and train-hands generally, but embrace every official from the President down. The case of the Philadelphia & Reading road is instanced, where the higher officials are receiving liberal salaries while the road is involved in hopeless bankruptcy. In the argument employed there is a good deal of that species of logic known as buncombe. It is stated that the counsel fees all told amount to \$120,000, but we fail to see that that item is so very exorbitant when we consider the legal difficulties with which the road is contending. Neither do we consider that the \$15,000 yearly allowed to the Receiver is an extravagant remuneration, for it certainly compares very favorably with the claims put forth by Receivers of other roads—the West Shore for instance. In fact the salary list of the Reading road, which the Blade man seizes as a basis for its argument, appears to be decidedly moderate. Despite its bankruptcy the road is admirably managed, is fully alive to the requirements of the times and keeps abreast with railway progress in general. It is evident that its officials are in every way competent to fulfill the trusts imposed upon them, and we do not think their salaries are unduly liberal.

The railway official is, or should be, a man of peculiar aptitude. Railway management is not a trade nor even a profession. It partakes more of the character of an art. To a certain extent a railway official must by na-

ture be fitted for his place. Whether he be a President or a Superintendent he must be, above all, a railway man, and the supply of true railway men is limited. Naturally they command their own price and are generally paid no more than their services are worth. True, when the question of Receivership is discussed, much can be said on the other side. The modern railway Receiver is rarely a railway man and his services are generally inordinately remunerated, but apart from this anomalous railway official—if indeed he can be called such—the average officer of a railway is a man whose services are highly valuable, and the more so because of the comparatively small number of men who are fitted for such trusts.

In the matter of the reduction of employes' wages it can safely be said that the occasion is rare when such reduction is made save as a last resource. As a rule, the wages of employes are regulated by well known standards and these wages are generally fair. The railway employe is of necessity a man of intelligence and he is subjected to a thorough training before he becomes a full-fledged employe. But apart from this intelligence and training there is little call for special aptitude. An engineer must be a man of cool temperament, sober, reliable, and of considerable nerve; but these attributes are not especially rare and it follows that the supply of competent locomotive engineers is generally fully up to the demand. Consequently the wage question will settle itself. The engineer will accept whatever wages he can get, and the amount thereof is determined by the willingness or the unwillingness of other equally competent engineers to work for less. So it is with all railway employes as distinguished from railway officials. The one class are trained up to their fitness—the other to a great degree possess an innate fitness which no amount of training could implant, although, of course, training greatly enhances the value of their services.

It is folly to class the railway official with the railway employe. As well might the author be classed with the type-setter, or the artist with the picture-frame maker. The one is a man of special aptitude, special fitness and special ability; the other a man of general intelligence and general capacity, his training alone being special. The one, to a greater or less extent, will command his own price, and the wages of the other will be regulated by the laws of supply and demand.

It is true that instances are not wanting where the employe has developed into the official, but such promotion arises not through training but through a special fitness which the employe possesses. It is also true that the railway employe perhaps stands as the representative of the highest type of skilled labor; but skill is not talent, and the railway official must have the latter.

On the whole such discussions afford little profit. The matter may be relied upon to shape itself, and a railway may in general be trusted to reduce its expenses in a manner which will least injure its efficiency. But such reduction cannot be effected on communistic principles.

ANOTHER ONE ON MISSOURI.

Chicago News.

Two well-known politicians—one an Illinoisan and the other a Missourian—had a tilt in the Grand Pacific rotunda last evening. The plush-covered chairs embraced a delighted audience. State and social superiority had been the subjects of the repartee, with the advantages of wit and celerity slightly in favor of the Missourian.

"It strikes me that you never heard about the Missouri woman who was married to a colored farmer down here in the southern part of our State," finally broke out the Illinoisan.

"Some years ago a friend of mine got belated on the pike near Alton, and decided to apply at a farmhouse for lodging. The woman who answered his summons declined to make any bargain with him, and directed him to the barn, where she said her husband was milking the cows. The only man he could find about the place was as black as ebony, so he returned to the house. 'Madam,' he said, 'I could not discover your husband. The only person I saw in the barn was a nigger.' 'But that was my husband, sir,' she said. 'What!' exclaimed my friend, 'you do not mean to tell me that you, a white woman, are the wife of a nigger? I am astonished!' 'Indeed, you needn't be,' was her proud reply, 'for the folks think I did very well. Sister Nell, she married a Missourian.'"

WHY HE ENJOYED OCEAN TRAVEL.

"Have I ever been in Yurupp?" exclaimed the middle-aged, bald-headed passenger; "should say I had. Half a dozen times. Like it? Rather. 'Taint so much Yurupp I care for as the ocean voyages. How I do love those ocean trips, though!"

"Don't you get seasick?"

"Seasick? I should say I did. Why, I just lie in my berth five days out of the eight and hope the infernal ship will sink in ten miles of water. There seems to be a whole slaughter-house inside of me. I feel like a sick egg. But I enjoy it, all the same."

"Enjoy a voyage under such circumstances? How do you make that out?"

"Well, you see, my wife she's always along with me. She gets sick, too—sicker'n I do. In fact, she gets so awful sick that she can't talk till after we have anchored on the other side, and if I were to try for a week I couldn't tell you what blessed days of relief they are to me."

PRESENCE OF MIND IN DIFFICULTY.

Chicago Herald.

"So Vanderbilt is dead," said the freight brakeman. "I saw Billy once, and that time I wished I hadn't. It was when I was a brakeman on the Central. One day we were shifting cars at a little station near Syracuse when a special car with locomotive attached, came in and stood on the main track near where we were at work. Special cars were not very uncommon, and we didn't pay much attention to this one. Pretty soon I was making a coupling, but the infernal link wouldn't fit. I tried it two or three times, and the engineer got out of patience backing up for me so many times, and I begun to get mad myself. Then I gave it another trial, but still it wouldn't work, and then I took that link and gave it a sling into the creek, and swore in the bargain. In about ten seconds I heard some one calling me, and, looking up, saw a plug-hatted, side-whiskered man standing on the platform of the special car. I knew him as soon as I laid eyes on him—it was Billy Vanderbilt. 'See here, young man,' says he, 'I've been watching you. Do you know whose property you have been throwing into the creek?' 'Yes, sir,' says I, trembling and expecting to be bounced the next minute. 'Well, whose was it?' 'The Pennsylvania Railroad's, sir,' says I. 'Oh,' replied Vanderbilt, and then he went into his car and shut the door. I wasn't bounced, either."

RESIGNATION.

Chicago Tribune.

A good old deacon in Central Illinois who lost all his big drove of swine by hog cholera took the matter so lightly that his wife felt called upon to reproach him. "Deacon," said she, "I should think you would be ashamed of yourself. It looks to me as if it was a judgment sent on you by the Lord." "My dear," said the good old deacon, "if the Lord wants to take out his judgment in three cent pork, into which I would have to be pouring good thirty cent corn if they had lived, let us not grumble."

THE WAY OF THE WORLD.

New York Sun.

The new boy had moved in—that is, the family which owned the new boy had moved in. It was quite likely the new boy would show up in the back yard during the afternoon, and so after school, seven boys headed that way. The new boy had only been seen from a distance. Was he sassy? No one could answer. Would he fight? No one could tell. He must be tried! It was the solemn duty of every boy in that neighborhood to make this important discovery at the earliest possible moment. If he could be licked, well and good; if he was a fighter! They breathed hard over the thought.

In half an hour seven heads appeared above the alley fence behind the new boy's house. He seemed to be expecting them, and had heaped up a peck of green tomatoes at the foot of a plum tree.

The seven glared down at him. He glared up and back.

"What cher want?"

It was the new boy, and there was "sass" in his tones.

"None o' yer bizness!"

It was one of the seven who answered.

"Git off'n that fence!"

"We won't!"

"I say git off!"

"Shan't do it!"

The new boy stooped for his tomatoes, but when he raised up the seven heads were gone. It was settled he was sassy. Would he fight?

"You there?" from the alley.

"Who?" from the yard.

"You dasn't fight!"

"Yes I dast!"

"Dasn't come over!"

"You see!"

He came over. It had been settled that Johnny Flynn should take him, and Johnny was ready. He grabbed for the new boy's hat, and the new boy grabbed for his coat, and they tugged and twisted.

"Sick him, Johnny!"

"Clean him out!"

"Pull his hair!"

But the new boy had the best of it. He came down on top of Johnny and gouged his eye and bit his finger, and offered to lick any one else in the crowd. His father came out just then, and the seven ran away, but the evidence was all in. The new boy would not only sass and fight, but he was boss. Before sundown that night he had been presented with two big bites from an apple, three marbles, a ball of kite string, and half a pound of brown sugar in an old straw hat, and other boys were waiting to shower honors and presents upon him at sunrise.

A TWO THOUSAND DOLLAR CARRIAGE.

Frank Siddal, the Philadelphia soap-maker, has just purchased a carriage which is said to be the finest thing in the vehicle line in the Quaker city. It cost something like \$2,000. It is upholstered in bottle-green cloth, has a telephone connected with the driver, a looking-glass and a clock.

A BASE BURNER.

Pa (who has been explaining some facts about stoves)—Now, Jimmy; do you know what a base burner is?

Jimmy—You bet yer life.

Pa—Have we one in the house?

Jimmy—Yes, sir; ma's slipper.

AN AWFUL CALAMITY.

Arkansaw Traveler.

An old negro, with an air of utter dejection, sat on a bench in front of a cabin. Some one, seeing that he must be miserable, stopped and said:

"You do not seem to be enjoying yourself, old man."

"No, honey. De time fur my 'joyment is dun ober."

"What is the matter?"

"Wife dun dead, honey."

"I am very sorry to hear that and I assure you that you have my sympathy."

"Thankee, sah."

"A man loses a good friend when his wife dies."

"Dat he do, honey; dat he do. I has foun' dat out ter my sor', let me tell yer, an' now my good days is all gone."

"What was the matter with your wife?"

"I dunno, honey. She tuck sick one night an' she died de naixt ebenin'. It wuz er awful blow on me, fur dat 'oman wuz earnin' fifteen dollars ebbery munf. It wuz awful hard fur ter die jes' arter de white folks had raised her wages. 'Peared like long ez she wucked fur twelve dollars er munf she kep' her helt, but the fifteen dollars, 'peared like, wuz too much fur her. Yas, sah, she wuz snatched off at de berry time when she wuz de mos' use ter me. I doan know whut's goin' ter come o' me. I'll hab ter go ter wuck, I'se afeerd."

PAPER FOR BANK NOTES.

Boston Traveler.

An old secret service officer said: "The new distinctive paper for the manufacture of bank and national notes will prove a failure, in my estimation. None of it has yet been issued from the Bureau of Engraving and Printing for the good reason that Secretary Manning has ordered that all of the old fiber paper shall be used up before the new is put out. Somehow the Secretary has become possessed of the idea that the nearer we get to the paper used by the Bank of England the more secure we will be against counterfeiting. Now that is preposterous on its face. The condition of our paper currency cannot be compared with that of England, and for the reason that every note that goes into the Bank of England, no matter what its condition may be, is destroyed at once and a new one issued in its place. There are hundreds of cases where the notes of the Bank of England have been counterfeited, and some of them pretty successfully, too.

"Only an expert can detect the difference between them and the genuine, and yet it is proposed to adopt the water-mark as a protection against counterfeiting. The fiber paper has been successfully imitated by one man only, notwithstanding the long number of years it has been in circulation. A little

over nine years ago Tom Ballard, who is probably the most expert counterfeiter of this generation, made a paper which it was impossible to distinguish from the genuine. This was never successfully accomplished before, and never has been done since. Fortunately we caught Ballard and convicted him. He was sent to the Albany prison for a term of thirty years. No one but Ballard knows how he made that imitation, and although we have made every legitimate endeavor that human ingenuity could suggest to get the secret from him, we have signally failed. Ballard has invented a new paper for bank and national notes since he has been in prison.

"The fiber paper has been imitated but once, and that by a counterfeiter who will be an aged an decrepit old man should he live long enough to serve out his term. The water-mark paper is being constantly imitated, even in a country where the currency is kept in much better condition than ours. Another point is that after the notes become soiled the water-mark will become completely effaced, and then we shall have the vast majority of our notes floating through the channels of trade without any distinctive device whatever so far as the paper is concerned."

SOMETHING ABOUT BELLS.

Boston Herald.

"It was during the sixteenth century," said the lecturer, "that the art of music came into existence. With it came the improved sensibility to sound, and it was then that bells became melodious instead of giving harsh and crude sounds. During this period the best violins, and well as the best bells, were made. The English—which they are fain to admit—first got the art of bell-founding from the Belgians. It was they who first hit on a model of a tuneful bell, and worked and experimented over it until they produced the perfect bells for which to this day they are noted. The Belgian bells are combined in suites of forty or fifty, tuned to semitones, and so form a colossal musical instrument. Bells were used in the lowlands, notably in the war with Spain, when a neighborhood was to be alarmed or troops assembled. They were used also to signal.

"On what depends the excellence of a bell? The materials from which it is made, which are tin and copper, with very rarely a little zinc added. Tin and copper are the best materials. Some think that silver and gold make good bells, or that silver alone, or mixed, makes a good bell. Not so. The more silver in a bell the worse it is. The tin in Belgian metal is from twenty-three to thirty parts, and in England twenty-five to thirty-one. The founders are very particular about the material used, rejecting and distrusting old metal. They use the purest

obtainable copper. The Belgians have no rule by which they make bells. They seem to have inherited this faculty of founding. The Belgian bell aims, first, to give one fundamental note, together with the upper partials. In the sound of the bell, the third, fifth and octave are right with this fundamental note. The sounds of the bell chord with others, and the sound is like a chord. The bell must be true with itself. In the cantons of Switzerland they have an automatic arrangement by which the bells are rung throughout the night, and by their various notes and sounds, making sweet, harmonious music."

THE FLAGMAN'S DILEMMA.

"Be sure and take good care of everything while I am gone, and don't forget to milk the cow."

"All right, Gretchen, I'll attend to the cow."

The last speaker was a tall, well-built man. He had served his time in a regiment of grenadiers, and on receiving his discharge had married Gretchen. He was entitled to a position in the civil service of the State, and as his educational endowments were not very brilliant, he had been appointed flagman on the railroad. As is usual in Germany he occupied a small cottage with a little garden attached, and facilities for keeping a cow. His principal duty was to stand in front of his cottage, and display a flag as the train passed by.

Gretchen had gone to the city to make some purchases, and her parting injunction to her husband was to "milk that cow."

Fritz had never before had any occasion to milk the cow, but he thought it was a very easy task. The cow thought otherwise. She had become accustomed to yield her milk at the solicitation of a little woman, hence, when a big man with a bucket approached, she filed a demurrer, so to speak, and kicked at him. He tried to approach her from the other side, but met with the same lack of success.

A happy thought occurred to Fritz. He rushed into the cottage, and put on one of his little wife's dresses. The cow looked at him with somewhat surprise, and made no opposition to the milking process. Fritz was getting fairly under way when he heard the whistle of an approaching train. There was no time to change his clothes. He had just time to seize his flag, and assume his position, when the train went slowly past, the windows filled with laughing or astonished faces of the passengers. It was hard to tell whether Fritz was a man or a woman, as in his wife's short dress he looked something like a ballet dancer.

Only one man in the train did not laugh. He was a typical Englishman, with side

whiskers, and an eye glass, and solemn face, who gravely took out a note book and pencil and wrote, "In Germany the flagmen on the railroads wear short women's dresses."

HOW BLARNEY SELLS THE SHAMROCK.

Queenstown Cor. Portland Press.

Strange characters frequent the landing, especially old women with shamrocks to sell, who use all sorts of arts and flattering speeches to dispose of their wares. Being in a hurry to get our baggage through the custom house, we pushed rather thoughtlessly by them; but the experience of a bachelor friend who had nobody to look after will give an idea of the importunity and quick wit of these beggars. Said an old woman with a persuasive brogue, carefully putting a shamrock into his buttonhole: "God bless ye! Didn't I know yez was cummin'?" Why, I dreamed this blessed mornin' of ye, an' tould me ould man that the foineest gentlemen that ever trod the sod of ould Ireland was cummin' from Ameriky this blessed day. An' here ye is, an' I noed ye the minnit I seed ye. Not a pinny will the shamrock cost ye," continuing to fasten a second in his buttonhole, "not a pinny."

This puzzled him; but having fixed the shamrock to her satisfaction she went on: "Not a pinny for myself; but if ye will remember the poor childers at home who hain't broke brid to-day, God presarve them, ye'll git a blessing." Of course the children were remembered, and my friend walked on a few paces when another old dame accosted him: "Now, ain't that a foine gentleman? I hain't seen such another since the Prince hisself went to Bantry." She pounced upon him and stuck another shamrock in the next buttonhole, saying: "There! ye have the rale shamrock of ould Ireland, an' me blessing, too, wid it." "Thank you," said my friend, and pushed roughly by her, as he did not care to be taken for a green grocer. "Ah!" exclaimed the old woman, "but ye won't git the good of the blissing if ye don't desarve it." Upon this he handed her a sixpence and asked: "But what do you think, Granny, about it now?" She replied, "Oh, ye desarve it, and, of course, ye'll git it."

"WHAT are those peculiar looking animals you have in that glass case, Doctor?" a gentleman asked a New Jersey physician. "Those are Rahway mosquitoes." "Is it possible? I never saw mosquitoes so large before. But what do you keep them for?" "As a substitute for leeches. They cost less."

THERE are some persons who never succeed from being too indolent to attempt anything; and others who regularly fail, because the instant they find success in their power they grow indifferent and give over the attempt.—*Hazlitt.*

WRITING A BOOK TO ORDER.

Cleveland Leader.

Maj. Ben: Perley Poore has done considerable literary work this summer. He wrote for a publishing house a life of Grant, which has already had a sale of 10,000 copies. The publisher came to him and said: "Maj. Poore, I want a life of Gen. Grant, to contain about 90,000 words, and I want you to write it for me. I want it in about two months, if possible. I will pay you so much for it." To this Maj. Poore assented, on condition that they would furnish him with a stenographer. They did so, and he dictated the work at an average rate of a chapter every day.

Each chapter comprised about 2,500 words, and this continuous writing is perhaps some of the fastest literary work of the past year. Blaine considers 1,000 words a day good work. Frances Hodgeson Burnett, when she was well, did from 1,000 to 1,500, and I am told that Bancroft considers that when he has written 250 words he has done a good day's work. Ben: Perley Poore looks remarkably well. He weighs about as much as usual, perhaps 250 pounds, and his eye is as bright as that of any correspondent here. He has been here in newspaper work for fully two generations of men; and for many generations of public men, as the life of the average public man is very short.

THE TEST OF REAL CHARACTER.

Nothing discloses real character like the use of power. It is easy for the weak to be gentle. Most people can bear adversity. But if you wish to know what a man really is, give him power. This is the supreme test. It is the glory of Lincoln that, having almost absolute power, he never abused it, except on the side of mercy.

IT HAD BEEN WET.

Brown—Ha, Green! That's a handsome overcoat you've got. Is it a new one?

Green—Not exactly. I wore it twice last winter.

Brown—H'm! Has it been wet yet?

Green—Wet? I should think so. It's been in soak nearly a year.

MINISTER's wife (rather trying at times)—How much did you get for performing that marriage ceremony this morning? Minister—Two dollars. Wife—Only \$2? Minister—Yes. The poor fellow said he had been married before, and I hadn't the heart to charge him more than that.

THERE are 4,700 laborers employed in the railroad yards and stations around New York city. The total amount of track in all the yards is estimated at 200 miles.

A RESULT OF EDUCATION.

Texas Siftings.

Jim Webster was heard calling across the fence to a neighbor's son, a colored youth, who goes to school on Robinson hill.

"Look hyar, boy, you goes to school, don't yer?"

"Yes, sir," replied the boy.

"Gettin' eddykasun, ain't yer?"

"Yes, sir."

"Learnin' 'rithmetic and figurin' on a slate, eh?"

"Yes, sir."

"Well, it doesn't take two whole days to make an hour, do it?"

"Why, no!" exclaimed the boy.

"You was gwine ter bring dat hatchet back in an hour, wasn't yer?"

"Yes, sir."

"An' it's been two whole days since you borrowed. Now what good's eddykasun gwine to do yer, when you go to school a whole yar an' den can't tell how long it takes to fetch back a hatchet."

The boy got mad and slung the hatchet over the fence and half way through the ash barrel.

DEFYING EXPERT TESTIMONY.

Client (to lawyer)—I am afraid the physician's testimony will convict me.

Lawyer (reassuringly)—Don't be alarmed about that. I'll read up a little about poison in the stomach, and in ten minutes I'll have that doctor in a cold sweat, and make the judge and the jury think he is a hired perjurer.

Six things are requisite to create a happy home. Integrity must be the architect and tidiness the upholsterer. It must be warmed by affection, lighted up with cheerfulness, and industry must be the ventilator, renewing the atmosphere and bringing in fresh salubrity day by day; while over all, as a protecting canopy and glory, nothing will suffice except the blessing of God.—*Hamilton*.

THE German Society of Mechanical Engineers offers a premium of 1,000 marks for the best plan for a boiler shop in which sixteen locomotive boilers can be constructed at once; also, a premium of 300 marks for an essay on the best method, according to present experience, for fastening tires on railroad rolling stock.

SAM JONES, the revivalist, remarks: "God won't keep a young lady pious who has her waist encircled seven times a week by the arms of a spider-legged dude." When a girl is in that blissful predicament, Mr. Jones, she doesn't sigh for any other heaven. This earth is paradise enough for her.

Woman's Department.

EDITED BY IDA A. HARPER.

REST.

"There was an old woman who always was tired;
She lived in a house where no help was hired;
Her last words on earth were, 'Dear friends, I am
going
Where sweeping ain't done, nor churning, nor sewing.
And everything there will be just to my wishes;
For where they don't eat there's no washing of
dishes.
And tho' there the anthems are constantly ringing,
I, having no voice, will get rid of singing;
Don't mourn for me now, and don't mourn for me
never;
For I'm going to do nothing forever and ever.'"

This ridiculous little jingle has been running through my mind all this long, hot July day, and I thought, with this poor old woman, that there would be a blessed satisfaction in just "doing nothing for ever and ever." I really wish I could meet somebody who was not tired. All my friends seem so worn out with the cares and duties of life. Even the young girls, who ought to be fresh and buoyant and full of vigor, are in a state of utter collapse about half of the time and have no energy whatever, unless stimulated by the prospect of a party or picnic or some amusement. The very children complain of being tired and show by the listless expression of their little faces that this is not merely an excuse to get rid of the thousand and one errands that their busy feet are called to do. I often think of the old negro woman's idea of heaven, "A place where I can set in a rockin' cheer all day long and know dar's plenty of biskits in de cubbard." A lady who is distinguished for her literary abilities and works of philanthropy, never knowing an idle moment, said to me not long ago, "All I want to do when I get into Paradise is to lie on a sofa and read novels from morning till night."

The mother of a large family knows no rest night or day; the wife of a poor man must toil without ceasing to help provide the daily bread; the fashionable woman is worn out by the demands of society; the philanthropic women, who strive to better the condition of the world, are exhausted by the calls upon their benevolence; the army of women who are earning their own living are always longing for rest. And thus it will ever be. If to-day every burden could be lifted from the shoulders of these millions of women, to-morrow they would voluntarily assume them. Idleness is impossible to the conscientious woman who feels the responsibilities of life or to the ambitious woman who looks ahead and sees the rewards. So long as there is work to be done,

women will do their part. Instead of shirking the labor, they are asking for larger fields of usefulness and are daily assuming tasks that never were expected of them. The spirit is strong and dauntless but sometimes the physical strength is not equal to the demands and then the woman that is in us cries out, "Oh, I am so tired, so tired, I must have rest!"

Not long ago I attended a "Writer's Convention," held at Indianapolis, and in conversation with the many ladies present I noticed the almost universal complaint, "I am overworked, I cannot give proper attention to my writing," or "I was so tired, I thought I could not come to the Convention but I determined to make the effort." It is this determination "to make the effort" that enables so many women to succeed, for they do have many things to contend with. It is not so much the actual work they do which tires them but it is the countless demands upon time and strength, the petty, tiresome details, the constant pulling here and there that exhausts vitality. As a general thing a man has a stated number of hours for work and a stated number for rest and recreation, but a woman's time is all cut up and much of it frittered away. Her work, rest and recreation are spasmodic and she never knows what to depend upon. Her time is not considered of any particular value, it is at anybody's disposal, there is no limit to her tasks, they never are and never can be finished and for this reason she gets tired and out of patience and wants to do a man's work and get it done and be through with it. But even if this privilege be granted, the woman need not imagine she is going to enjoy the opportunities for rest and recreation that men have. She has first got to be emancipated from a great many things, the most important of which is fashionable dress. Until a woman can go and order a suit just as a man does at his tailor's and a hat as he does at his hatter's and wear them, without change, until they are worn out, she can never hope to enjoy the rest and repose outside of working hours that a man does. The care and perplexities of an ordinary woman's wardrobe are enough to destroy all her usefulness and all her pleasure. Again, women cannot find the same amount of recreation outside of working hours that men have, unless they learn to depend upon themselves and not upon men for this recreation. At present they array themselves in their best clothes and wait six evenings out of the week for some man to come and help them enjoy the seventh evening. But most especially if women want regular hours for work and rest and recreation they must not assume the duties of matrimony. Let it not be understood that I advise this plan, I most earnestly approve of marriage, but when a woman undertakes to keep house and raise

a family she must make up her mind that she cannot do it as it should be done, by working eight or ten hours a day. And yet I believe that notwithstanding all the complaints that are made, there is no other kind of labor which women like so well and none which brings so rich rewards.

But O, how tired we sometimes feel, when it seems as if our strength were all gone and there were no further supply to draw from, and yet we know that a few hours or a few day's rest will dispel all these feelings and we will be again filled with hope and strength and endurance. Christ understood this utter weariness of spirit when he said, "Come unto me, all ye that labor and are heavy laden and I will give you rest," a blessed promise to those who have faith to accept it. And that greatest of infidels, Robert G. Ingersoll, says, "To all there comes a time when the fevered lips of life long for the cool, delicious kiss of death. Tired of the dust and glare of day, they hear with joy the rustling garments of the night." James Montgomery, long since passed away, wrote,

"Night is the time for rest;
How sweet when labors close.
To gather round an aching breast
The curtain of repose,
Stretch the tired limbs, and lay the head
Down on our own delightful bed."

Frances R. Havergal, whose hymns are among the sweetest in the world, writes thus of everlasting rest:

"Art thou patiently toiling, waiting the master's will.
For a rest that seems never nearer, a hush that is far off still?
Does it seem that the noisy city never will let thee hear
The sound of His gentle footsteps, drawing, it may be, near?
Does it seem that the blinding dazzle of the noonday glare and heat
Is a fiery veil between thy heart and visions high and sweet?
What thought a lull in life may never be made for thee?
Soon shall a 'better thing' be thine, the Lull of Eternity."

And Elizabeth Akers touchingly sings:

"Backward, flow backward, oh, tide of the years!
I am so weary of toil and of tears,—
Toil without recompense, tears all in vain,—
Take them and give me my childhood again!
I have grown weary of dust and decay,—
Weary of flinging my soul-wealth away;
Weary of sowing for others to reap:—
Rock me to sleep, mother,—rock me to sleep!"

George MacDonald commences his exquisite poem "Rest" with these stanzas:

"When round the earth the Father's hand
Has gently drawn the dark,
Sent off the sun to fresher lands,
And curtained in the lark,
'Tis sweet, all tired with glowing day,
To fade with fading light;
To lie once more the weary way
Upfolded in the night.

If mothers o'er our slumbers bend
And unripe kisses reap,
In soothing dreams with sleep they blend.
Till even in dreams we sleep.

And if we wake while night is dumb,
'Tis sweet to turn and say,
It is an hour e'er dawning come,
And I will sleep till day."

Another pretty thing, whose author I cannot remember, appeals to every mother's heart:

"A little elbow leans upon your knee,
Your tired knee that has so much to bear:
A child's dear eyes are looking lovingly
From underneath a thatch of tangled hair.
Perhaps you do not heed the velvet touch
Of warm, moist fingers, holding yours so tight;
You do not prize this blessing overmuch;
You almost are too tired, to pray to-night."

And so indeed we are, too tired to pray, to talk, to think. Even the childish voices that are sweeter than anything on earth have not power to rouse us from our weariness. The world is living too fast, trying to crowd too much in life's brief span. Each generation is more ambitious than the preceding and every day and every hour represents so much to be accomplished. But perhaps it is just as well. The arts, the sciences, society and even posterity are gainers thereby, people live longer than they used to and certainly enjoy life better. If we are tired then is sleep sweeter and rest more delicious. There is so much work to be done in the world and we do not want to die until we have performed our part. It will be finished all too soon and even at best will fall far below what we dreamed in the days when hope was young. Work is the salvation of mankind and the curse pronounced in the garden of Eden has been transformed into a blessing, yet while we accept it as such we cannot forbear sometimes to echo these beautiful lines written by Father Ryan:

"My feet are wearied and my hands are tired,
My soul oppressed,
And with desire have I long desired
Rest—only rest.
'Tis hard to toil—when toil is almost vain,
In barren ways;
'Tis hard to sow and never garner grain
In harvest days:
The burden of my days is hard to bear,
But God knows best:
And I have prayed—but vain has been my prayer—
For rest—sweet rest.
'Tis hard to plant in spring and never reap
The autumn yield:
'Tis hard to till, and when 'tis tilled, to weep
O'er fruitless field,
And so I cry, a weak and human cry,
So heart-oppressed;
And so I sigh a weak and human sigh,
For rest—for rest.

My way has wound across the desert years,
And cares infest
My path, and through the flowing of hot tears
I pine for rest.
'Twas always so when still a child I laid
On mother's breast
My wearied little head; e'en then I prayed,
As now, for rest.

And I am restless still: 'twill soon be o'er
For down the west
Life's sun is setting, and I see the shore
Where I shall rest."

ENCOURAGEMENT.

Dedicated to the Ladies Society at Phillipsburg.

Let us strive for something higher;
If the prize be not obtained,
Only thorns may crown our efforts,
Duty done is something gained.

Let us help our brothers onward,
They have harder work to do—
We can help them on to duty
If we ourselves prove true.

Let us work while yet the day lasts,
Let our hearts be warm and true,
Hand and hand, each with the other,
Ready when there's work to do.

Aiming higher, hoping ever
For the good that may not come,
Only patience with our weakness
Helps the work so well begun.

"We lead," this is our motto,
And noble is our cause,
And loving one another
Is only nature's laws.

So let our march be onward,
Though small our numbers be,
We yet will reach the haven
Beyond life's troubled sea.

—G. M. S.

BE TRUTHFUL WITH YOUR CHILDREN.

I was over in Michigan the other day. There was a boy over there at Grand Rapids, about five or six years old, a nice, smart boy, as you will see from the remark he made—what you might call a nineteenth century boy. His father and mother had promised to take him out for about three weeks, and they would slip off and go without him. Well, after a while that got kind of played out with the little boy, and the day before I was there they played the trick on him again. They went out and got the carriage and went away, and as they rode away from the front of the house, he happened to be standing there with his nurse, and he saw them. The whole thing flashed on him in a moment. He took in the situation, and turned to his nurse and said, pointing to his father and mother: "There goes the two biggest liars in the State of Michigan!" When you go home fill the house with joy, so that the light of it will stream out the windows and illuminate even the darkness. It is just as easy that way as any in the world.—[Ingersoll.

ONE LITTLE WORD.

Youths' Companion.

Many of the simplest words in the "King's English" have, through affectation and folly, been so changed in their pronunciation that one must often refer to the dictionary or glossary for the correct pronunciation of even dissyllables.

A gentleman, sitting with a friend who is a railroad ticket agent, writes:

"I'd just like to know what d-e-p-o-t really spells," said the ticket agent.

"Why?" I asked.

"Because it is pronounced a dozen different ways every day at this window. Now, you just sit here and listen. I'm going to open the window for the sale of tickets."

A very stylishly dressed, but rather affected looking young lady, appeared at the window.

"Is this the Boston & Albany daypo," she asked.

"It is, miss," politely replied the clerk.

Then there appeared a dapper little fellow, highly perfumed, dressed in the extreme of fashion, his dainty mustache curled, and every hair in his head

"just so." He wore gold-bowed eye-glasses, and carried a tiny cane.

"Ah, may I ask, please, when the train for Buffalo leaves this dippo?"

Then a large old lady wearing a gingham dress and a green sun-bonnet came bustling up with a basket on either arm.

"Is there any train a-going to Wuster after 6 to-night from this deepot?"

"That's three," said the agent, "and I'll wager anything that the young lady coming will ring in another change on the word if she speaks at all."

"Is there a parcel package window at this deepoe?" she asked, giving marked emphasis to the final syllable.

An artificial-looking woman, with the powder in blotches on her red face, came next.

"I'm going to New Yawk," she simpered; "am I in the right dippoo?"

"That is the newest and worst of all!" cried the agent, sinking into a chair with an affected gasp.

A stout old man, with a shirt and collar of unbleached muslin, and a long, loose coat of brown linen, came to the window.

"I'm a-lookin' for the Boston & Alberney railroad station house. Hev I found her?"

"You hev," said my friend, with perfect gravity. And a moment later we were both laughing heartily, the old man who had "found her" having disappeared.

Mrs. H. M. T. CUTLER, who was one of the earliest and one of the ablest and best of the suffrage workers, reached her seventieth birthday on Christmas day. The mother of Mrs. Cutler, after her ninety-fifth birthday, wrote to Mrs. Cutler:

"I was thinking how few mothers can write to congratulate their third child on her seventieth birthday. In looking back on that time, long ago, what changes have taken place! what coming and going! what tumults and wars! what pestilence and famine have swept the earth; and yet we have been preserved. The great Shepherd has carried the stray lambs on his shoulders, and now, from beyond the ninety-fifth milestone, I salute you in your arrival at your seventh decade."

This old lady is an earnest suffragist. Her son says, if she lives to see the suffrage given to women, "she shall go and vote, if he has to carry her in his arms and hold her while she drops the ballot in the box."

WHAT doest thou here, Elijah? Oh, ye fathers! Take the record of Roberts Park church, of Meridian street church, of California street church, of any church of any denomination in this city, or, I may say, in this land, and tell me why that record shows so many more women than men in the church, at the Sunday school. Go into the legislative halls where, we will say, they are discussing plans for a penitentiary. There is a plan for the cells. One little corner, with a few cells for women, while tier upon tier, hundreds of cells for men—and they are filled, too. What is the reason girls are going into the church, taking mother's place, and our boys are surging down the broad road to ruin? Oh, you say, women are naturally religious. I tell you there is nothing in nature or revelation to found that opinion upon. Women are as prone to sin as men—perhaps not the same kind of sin. It takes the same grace of God to keep women from sin as it does her brother. The boy sees the father does not attend church—that the prosperous business man is not there. Our boys listen to our words and love mother, but when they come to grow up and feel the throb of young manhood in their veins they go and do as father does.

Men do not know how boys watch them. A black eyed little fellow is standing by when a conversation is going on, and a man, a well dressed man, a man that a boy looks up to and admires, drops an oath. Willie goes off, and in a little while is playing marbles, and, as his marble goes spinning across the line, he uses the oath he has just heard. The other boys think Willie is getting to be a man more rapidly than they, and they, too, swear, and four boys have taken their first lesson in profanity.—[Mrs. L. O. Robertson, the Evangelist.

YOUR HANDS.

Take care of your hands. Few things are as agreeable as the pressure of a warm, soft hand. The poet who remembers his best girl, now, alas! his lost girl, says:

"If the world were mine I would give it all.
 All for one touch of her beautiful hands."

A horny hand itself is no credit to anybody, any more than a dirty hand. Work is a credit to all. But even those who perform the roughest, severest labor may have agreeable hands. They owe it to others to keep them as decent as possible. Even in foundries and rolling mills, where men carry constantly rough iron castings and gritty substances, those mechanics who are neat have a preparation containing oil which they use on their hands, when washing them, which makes them white and comparatively soft. If these can have pleasant hands anybody can.

That man, whether a farmer or other person, who prides himself on a smoked bacon colored fist, hard as a horse's hoof, with black nails and creases of dirt in all the wrinkles, is not a nice man to live with. There is no need of a human being having a paw like that.

Above all is the touch of a woman's warm, elastic palm soothing. Therefore, all the sex, including even scrubwomen, should keep their hands as pretty as possible.

It is easier than you think for. Don't go out without gloves on. It is not neat or ladylike to do so. Keep your hands clean, but don't overdo it. Don't scour them constantly with soap. At night, just before retiring, wash them well then moisten them lightly with water, and pour into the palm of one a drop or two of glycerine. Rub this thoroughly all over your hands and wrists. It will make the hands delicate and silky to the touch. It will also entirely keep the hands from chapping. No matter how rough your work is, do this every night of your life and you will have nice hands. Old, loose gloves drawn on after the glycerine is applied, and worn at night, are still better. Do not apply the glycerine without the water. It is too heavy and heating. Glycerine is the best adjunct of a woman's toilet that has been discovered in a century. It is extremely healing to cuts and wounds upon the skin. Be sure, however, to get a pure article. Otherwise it will grow stale and "smell to heaven," and make the skin yellow.

Finally, for goodness sake don't bite your nails. Let them grow as even as possible, then cut or file them neatly. A nail brush briskly applied, is good for removing from around them whatever oughtn't be there. The manicures and druggists now keep neat little sets of instruments for the nails. They consist of file, scissors, brush, polisher and little boxes of powder. This is a rosy powder with which the nails are polished till they shine brilliantly. A coloring matter is also used which gives nails and finger tips a soft pink hue. The pointed fashion of trimming the nails is all out of fashion now. So is that hideous, barbarous fancy of letting a nail grow long like a vulture's claw. Don't do it.

Trim the nails to a neat, tapering shape. If you let them grow naturally, they will shape themselves in the best form. Some say anybody's finger ends can be made to taper by squeezing and moulding and pulling them gently from the sides with the thumb and finger of the other hand. Do this several times a day, and it is claimed that at length they will be "whipped in" to a handsome pointed shape. Maybe it is true and maybe it isn't.

This, however, is true: Whether you can have the manicure instruments or not, you can doctor your hands with glycerine at night, and stop biting and tearing at your nails. Do not cut the nails close to the flesh. It is both dangerous and disfiguring.

A CHILD'S OWN MUSEUM.

Margaret A. Allen in Babyhood.

When we walk with our children in the country rous or on the seashore, the walk is often changed from a pleasure to a toil by the number of treasures they wish to bring home. I think there is a way in which we can—at least in a measure—avoid this dif-

ficulty, and increase rather than diminish the child's pleasure.

When the desire for accumulation comes on—and it is pretty sure to attack each child, like measles or whooping cough—provide some shelf or cupboard or even a box, which will do for a beginning, if we have nothing better. Tell the child he can have that for keeping one of each kind of things he may bring home from his walks, or find in the yard or garden. It shall be all his own—not to be meddled with by other persons. It will be his little museum, like the larger ones he may have seen. But the fact that it is his own, will be its greatest charm, as all the memories of our own childhood will testify.

If the child has a little set of shelves, some slight classification might be attempted, after he has a number of things. Nothing elaborate, but simply what the child can do himself. Our skill, or that of his older brother, might be called into play now to print a label to be pasted on each shelf. We might put, for instance, "Things of the Sea," and "Things of the Land," which is surely a classification within the comprehension of a child. Any other simple classes might be made, according to the child's desire. Some little children in central New York, years ago, could have told you how much they enjoyed just such shelves.

Different kinds of grains and grasses, seeds, insects, cocoons, cones, shells and many other things, as fancy or opportunity may dictate, could form a part of the collection. A child will soon learn, if we take pains to guide and assist his early efforts, that each specimen must be small and neatly and tastefully arranged to make the whole a success.

My little boy has had a museum of this kind for a year, and takes the greatest pleasure in collecting for it and rearranging his specimens. I am often surprised to see with what delight he seizes upon any information about his treasures. He no longer cares to bring into the house unwieldy loads of plunder, but small specimens for his museum satisfy him.

AN EVIDENCE OF PROGRESS.

Atlanta Constitution.

The Nashville Union sees in the deference men pay to the wishes of their wives a sure indication of a higher civilization. A truly cultured man is a gentleman in his relations with his wife and daughters. A man who is a gentleman among strangers, but is selfish, uncivil and unkind at home, is not a gentleman. As people advance in civilization and culture, this higher evidence of a noble manhood crops out at every turn of life. Two years ago, when the nomination for mayor of Nashville was offered a leading citizen late at night, he declined to give a positive answer until he had consulted both his wife and mother. A similar incident occurred in the same city last Saturday, when two prominent gentlemen were waited upon and asked to become candidates. They were urged to give an immediate answer, but they cut off debate by saying that they had to consult their wives. Once this sort of thing would have been laughed at. Now it commands respect, and is considered natural. This is an evidence of true progress.

HOME is woman's kingdom. If it is not, she has none at all. All her efforts to get outside and make something else her kingdom have been disastrous to society in general and fatal to herself in particular. She is the natural conservator of all the simple virtues, the first teacher of the primary lessons of life, the appointed guardian of the infant race, and it is around the fireside that her sweet and gentle influences fall upon the heart like the summer rain falls upon the grateful earth. She is the first leader. The first footsteps follow after hers. To her the hands are first held out, and if she goes astray and is lost in the gay world, what becomes of the future? The whole tendency of New York life is to destroy all the associations and endearments of home and turn womankind adrift on a restless sea of dissipation, extravagance and waste. The result of this is that New York will become nothing but a center of exhaustion—a sort of remorseless Moloch, where people are thrown in to be eaten up and destroyed with no aftergrowth. It is a happy circumstance that New York does not include the whole country.

NOT AS I WILL.

Blindfolded and alone I stand
 With unknown thresholds on each hand;
 The darkness deepens as I grope,
 Afraid to fear, afraid to hope,
 Yet this one thing I learn to know
 Each day more surely as I go.
 That doors are opened, ways are made,
 Burdens are lifted or are laid
 By some great law unseen and still,
 Unfathomed purpose to fulfill,
 "Not as I will."

Blindfolded and alone I wait,
 Loss seems too bitter, gain too late
 Too heavy burdens in the load,
 And too few helpers on the road;
 And joy is weak and grief is strong,
 And years and days so long, so long;
 Yet this one thing I learn to know
 Each day more surely as I go,
 That I am glad the good and ill
 By changeless law are ordered still
 "Not as I will."

"Not as I will"—the sound grows sweet
 Each time my lips the words repeat.
 "Not as I will!"—the darkness feels
 More safe than light when his thought steals
 Like whispered voice to calm and bless
 All unrest and all loneliness.
 "Not as I will" because the One
 Who loved us first and best has gone
 Before us must all His love fulfill—
 "Not as we will."
 —Helen Hunt Jackson.

WHY WOMEN BREAK DOWN.

There is little doubt that women are breaking down more rapidly than men, because they allow themselves to take less real rest. When a man drops his business he drops it. When a woman lets go of any work she may have in mind she ties it to her apron string, as it were. She has been taught through long ages of training that it is a high crime and a misdemeanor to let anything escape her mind, so she is constantly, when she is at rest, pinching herself or prodding herself to see if she hasn't forgotten something. In this way she carries the burdens of her work in her resting hours, and sits down among the roses of relaxation with her foot on the treadle of the grindstone of prosy drudgery.

If men kept their noses to the grindstone with womanly persistence they would be nervous and irritable beyond compare. If women would get their own consent to rest they would have better complexions, better stomachs, and a happier life.

TRAINING THE GIRLS.

Odelia Blinn, M. D., in *Inter Ocean*.

I would have all mistakes, of whatever kind, made by girls during their education, made at home in their father's house, and at his expense, or at the expense of the estate he left. I would have them taught the full value of a penny, as well as that of a dollar. I would have them learn how to buy a calico apron or a silk dress, and how to make them; and the difference in money and quality between a penny lace and a Honiton; how to select a cabbage or a beefsteak—to the end of the list of edibles and dry goods, all at their father's expense.

His money should also teach them how to do well all kinds of housework, that they may never be at the mercy of dishonest servants, more ignorant than themselves; that their husbands may never long for their own mother's cooking, or that of any other woman's. I would have them learn to keep a correct account of whatever money is given them to keep or to spend, also of whatever comes into their hands to spend for others, so that the future Elizabeth may answer her husband without blushes or hesitation when he asks her what she did with the twenty-five cents he gave her the week before.

So long as girls will be born and persist in surviving the measles they should be allowed, nay, made,

to share equally the advantages in life with the boys; and to that end be drilled in all the methods known to make them honored and honorable women as sisters, daughters, wives and mothers in the home or elsewhere. Whatever training is good to make a boy win honestly in the race of life is also very excellent for the girl, who, as a woman, will, under the most benign conditions, have to bear the greater burden.

All this, which might be considered a part of the millennium, can only be brought about by the good sense and self-denial of the men who have the key of the universe in the palm of their hands. The key isn't willingly given up. What has been said is not new. Nor can anything new be thought or said on the subject until women are more willing to do by each other and their children as they so need to be done by.

THE MODEL ROUTE.

A man named Jones, in the great wild West,
 He married the girl that he loved the best,
 And he said to her, in an evil hour—
 "Let's plume our wings for a bridal tower."

He did not care which way they went,
 Nor how much money and time they spent;
 But they wanted to go the pleasantest way,
 With the scenic points in the open day.

They read the "folders" o'er and o'er,
 And read them over again once more;
 And thought when last they read them through,
 There was some mistake in a card or two.

For the "Wahoo root" took the mountains in,
 For the peaks were all on the "Great Pen Tain,"
 On the "Beyennean" were the crags so tall,
 And Niagara thundered along them all.

But the N. G. short line ran straight through,
 And there was no change on the P. and Q.;
 The last to start was the one that led,
 And they all got through six hours ahead.

They were all rock ballast and all steel rails,
 With dining cars for their dinner pails;
 The shortest way and the lowest fare,
 And the quickest time—they were all right there.

They were all bee lines by lake and rill,
 Round crested mountain and smiling hill;
 They twisted around like amperes and
 But they went "air line"—don't you understand?

From the Kennebec to the Bayou Claire,
 From the Peak of Pike unto Mount Despair,
 From the great Salt down to Fundy's brine,
 They all went through on the shortest line.

They read till their reason went a flame,
 Then they took the line with the longest name,
 The tourists' car on the solidest train,
 And the straightest "root" on this sphere mundane,

* * * * *

They changed three times in the first ten miles,
 And they kept on changing between whites;
 They lost their baggage and King Charles' pup,
 And the wrong man took their tickets up.

And they paid their fare but forgot their way,
 And with crazy folk they are made to stay,
 Think all night, and talk all day,
 And this is all they can think or say:

"Take the Great Broom handle x Skew Gee,
 Via Baltimless and the N. G. Co.,
 For the Worst Shore Rare Line U. and I.,
 Is the root that the lunatics go by!"

—Robert J. Burdette.

MRS. GLADSTONE'S FORGETFULNESS.

Chicago Tribune.

An English lady sojourning at Aix-la-Bains told an amusing anecdote regarding Mrs. Gladstone, illustrative of her forgetfulness. Her mind, it seems, is always miles away. When last she went to Windsor castle she did not take a maid along with her, and so her daughter, aware of her peculiarities, had the waist of her dinner dress sewed to the skirt. The first night Mrs. Gladstone went down to dinner Lady Ponsonby, going down after her, cried: "Why, Mrs. Gladstone, what have you on your skirt?" It was the waist trailing on the floor. Mrs. Gladstone, not finding it, had pinned a shawl about her as a low necked waist.

PAYING INDUSTRIES.

Mrs. Henrietta Wolcott said: An intimate experience with two large Expositions in Boston and New Orleans enables me to assume at the outset that women are industrious. There may be idle and aimless women in our midst, but they are in the minority. The mass, whether rich or poor, young or old, believe in the virtue of industry. Influences of years of inheritance have left in the minds of many men, as well as many women, the idea that only in the privacy of home may women be industrious.

Labor in the home for those not under the roof has been strongly opposed by communities still later, but to-day women are coming to the front as skilled laborers in many fields. The natural increase in population and emigration developed the need of the activities of women outside the home and not merely in the church, but whenever and wherever faithful and industrious hands could be employed to advantage for the benefit of community or corporations. In the missionary societies women always have found a field for labor. Money compensation has always a strong attractive force, and it is not to be wondered at that women desire to possess it for itself as a lever with which to move obstacles in limited spheres.

Passing over as well known the details of teaching work in some sections of our country, seven-eighths of the whole corps of teachers in public schools being women, also those who teach in homes, private schools and as specialists in science, art, art embroidery, vocal and instrumental music, dancing, deportment, foreign languages, sewing, cooking and decoration of china and pottery, are to be found in such numbers that one often fears lest the teachers outnumber the pupils. Last year the tuning of pianos was taught as a business to women. Women in scientific pursuits already stand well, recent as has been the departure. Physicians, chemists, dentists, geologists, botanists, entomologists, astronomers and many others have shown that patient industry, added to a love for the special study selected, has borne good fruit. Women serve on State boards of education, on boards of charities, of health and of lunacy, on school boards and superintendents of public schools, as writers and copyists in probate courts and records, as well as the registry of deeds—work which requires precision, neatness and industry; as superintendents in penal and reformatory institutions, as matrons, wherever the sick, the insane, the feeble-minded, the deaf, dumb or blind are gathered together into asylums; as nurses in homes, in hospitals, or following the army to labor in the cold and with few comforts, women have already achieved much good work. Plainly, these industries can not be ticketed and exhibited; they exist, and the world in general is aware of it.

Of great importance may be considered the women of the press. While qualities of high order tempt women in numerous instances to assume the arduous duties and responsibilities of editors and sub-editors, there are hosts of women who are laboring industriously to fill the public demand for petty details of all public gatherings, caucuses, receptions, balls, concerts and fashion "openings," &c. A year since, when it was proposed to inaugurate a National Press Association at the New Orleans Exposition, official correspondence revealed over two hundred newspapers on whose staff women were employed.

THE IOWA GIRL OF THE FUTURE.

All progressive and wide-awake farmers are studying carefully the effect of different foods and their different modes of preparation on their cattle, hogs and horses.

We have a large department at Ames to help us in solving the problem of the effect of different foods on the growth in flesh and fat in animals, and their relation to health and disease.

Possibly in a few years it may leak into the head of the granger that the relation of food to the growth of the human being mentally as well as physically, is worthy of study, and that the cooking department at the Agricultural College is or should be a main department, and its work closely connected with all others.

When this conception dawns on the public mind, the Iowa girl will esteem the reputation of a good cook far more highly than that of a fine singer, or artist, or performer on the piano.

From that time on there will be no old maids in Iowa. The Vassar girl will be nowhere. Young men who wish homes of comfort and refinement and health will come from the east and from the west seeking for helpmeets and the Agricultural College brand will be "extra first."

A young man may be proof against music and painting, and delicate complexion; the liquid depths of loving eyes and waving curls, and lovely bangs (?) may awaken no responsive throb in his manly bosom, but that man was never born who could resist the charms of a well cooked and tastefully arranged dinner.

The vision of a constant succession of these down the long vista of happy years of married life, in a home of taste and refinement and elegance, is one that no male mortal can resist.

Iowa has taken the lead in this, and that little class at the college, of Iowa girls, who are brave enough to start out in this new direction, reminds us of the little cloud the size of the man's hand that the prophet saw from Mount Carmel, which betokened the breaking of the three years' drouth, and the diffusion of wide-spread blessings all over the land. It is the dawn of a new era, the triumph of the useful over the ornamental.

CLINTON, ILL., June 15, 1886.

To Woman's Department:

Oh, how I wish I could express my thoughts on paper as I would like to. But I am such a rambler when writing that I feel timid about commencing a letter to the sisters for fear I will exceed the "one column" allowed me, and still leave them under the impression that I have said nothing to the point.

I thank "Alice Brooker" with all my heart for coming out as she did in the June Magazine. My heart and sympathies were stirred as deeply as any one's could be in behalf of "Mrs. Harper" and temperance, and against "Irene's" sentiments and intemperance. I felt that I could not do the subject justice, so waited for some one braver and more competent. "Mrs. Brooker's" letter proves that I have not waited in vain. I have never taken any active part in temperance work or given the subject much thought, never having been brought in contact with the evil effects of strong drink, in the most remote degree. But, being blessed with ordinary intellect, I am able to discern between right and wrong when it is set before me as plainly as it was in "Our Temperance Debate." From "Irene's" standpoint, we wives and mothers have no conscientious responsibility in regard to temperance. But the most of us feel that we have. And to those women who have neither husbands nor sons, fall the privilege and duty of advising and influencing other people's dear ones as far as reasonable. It should be

a subject of universal interest to all people of both sexes and all ages. Even small children can and do exert a wonderful influence in the right direction. But would they, if not trained? And who does the training generally fall to if not to the mothers? I said I had done no temperance work. I should have said outside of home. I have ever used all my influence against strong drink and dissipation of all kinds, and induced my loved ones to remain at home by being there myself. I think there are too many fanatical workers in the temperance cause. It has been my misfortune to be acquainted with several women who actually neglected husband, children and home in order to hold office and be considered prominent members of a temperance union. Such members do more harm than they know of by prejudicing outsiders against the order. Temperance should begin at home. No man or boy is going to be drawn to an order, though their wife and mother is a prominent member, when they are left to eat cold meals or none at all, and are allowed to wear un-mended clothes because she can't find time for both, and prefers temperance work to home making and keeping. Of course this is only my view of the subject. They, doubtless, have a different one, and I am open to conviction if they can prove that they are doing more good than those women who haven't time, after properly caring for family and home, to enter an order and be active members in it. I think we all would like to join "Mrs. Harper" in her invitation to "Engineers' Friend" to write again. I have wanted to tell my experience as an agent for the "G. A. Tea Co." I have sent in orders to the amount of \$75.00, and have, as my premiums, a beautiful toilet set, a porcelain china tea set (56 pieces) and a handsome brass hanging lamp. I sent the orders at different times, as I had leisure to solicit them, and felt amply rewarded for my trouble. Since I commenced, different friends of mine have undertaken the same, and were much pleased with the results.

I wonder if I have written a column. I think I will not run the risk of writing any more, though I am not the least bit tired. I wish I could say as much for the readers (if my letter is destined to be read). My present intention is to come again, so good night.

Mrs. L. H.

[This letter contains a good point. The first duty of a wife is at home. All of the comfort and much of the happiness of the family depends upon the manner in which the household is managed. These duties sometimes seem very trivial compared to the great reforms and philanthropies of the world, but there is no more sacred obligation resting upon a wife and mother than to make home restful, comfortable and happy for those who have been entrusted to her care. It is true that the social, religious and political exigencies of life need woman's assistance, and should have all she can give, but only after those of her own household have been carefully served. Women who accept the responsibilities of wifehood and motherhood should place these before and above all others, but after these are all fulfilled there will always be a little time left to work for the rest of mankind.—Ed.]

WEARY.

Weary, so weary of waiting,
Of waiting and watching in vain,
For a face that has long since vanished,
And a form that will ne'er come again.

In the twilight of every evening,
When the sunny rays in the west
Have sunk in a glorious splendor;
Ah! then do I crave peaceful rest.

Rest from the waiting and longing,
Longing for his happy return,
For alas! my watching is useless,
And my heart for the grave does yearn:

Yes, yearns my poor heart that's breaking,
Years for my last peaceful home,
When my spirit will wake with angels,
And I with my dear one shall roam;
Roam in the bright azure heavens,
'Mid starry clouds, hand in hand,
My darling and I shall wander,
In God's ever beautiful land.

At last, at last I'm contented,
I no longer mourn for rest,
For I know that God will take me
To my loved one in realms of the blest.

Forest City Girl.

"TEDIE," from Longview, Tex., writes a very pleasing and complimentary letter. She speaks in the highest terms of the Lodge at that place, and feels that they should be more frequently heard from in the columns of the Magazine.

PHILADELPHIA, June 20, 1886.

To Woman's Department:

I have been a constant reader of your Magazine for the past two years, and I feel a deep interest in the B. of L. F. As I have not read anything in regard to Enterprise Lodge No. 75, I will say it is a fine, prosperous Lodge, composed of noble and energetic men.

Hoping that my first attempt will not be consigned to the waste basket, I will close, wishing prosperity and success to the Brotherhood, and that God will bless you in your good work. I remain,

A Fireman's Wife.

PEOLI, June 28, 1886.

To Woman's Department:

I make my most profound salaam to Mrs. Harper for the brave words in the June Magazine. "May she live a thousand years and her shadow never grow less." But I hope she will return to the text announced.

When I first saw the request to write on house-keeping I thought 'twould be the best plan to send each lady an "unabridged" and let her arrange the words to suit herself, for the language might be exhausted, but the subject, never. But even this plan, comprehensive as it seems, is open to objections. But how can any mediocre hope to handle such a subject? Like the children's puzzle "'Tis round as a ring and deep as a cup;" for "there is no speech nor language where its voice is not heard for their line"—hard lines, too, sometimes—"is gone out

through all the earth." Surely, 'twas housekeeping the psalmist meant. For from the poor squaw, who wearily hurries to mash the corn and roots between the heavy stones e'er her hungry brave's return, to the mistress of the "brown stone front" who knits her brows over the order she sends for refreshment, 'tis housekeeping still; tho' as Mrs. Harper says, good management, or natural "tact" is the key-stone. All the knowledge that Vassar can instil can be well used to build and adorn the arch. I've read everything I ever saw on the subject, but house-keeping on paper and in fact are very different. One day a neighbor, the mother of two children, came in to chat a while. I asked had she called on a young couple near us. "Yes, but don't think I shall go again soon," was the reply "she is so proud of her new house and talks so positively about how she means to do, I felt disgusted. I guess when she gets a family about her she won't find it so easy to keep things just so. Now "he that putteth on his armour should not boast himself as he that layeth it down;" but I like to see such ambition where young folks think they are going to cut all the hard knots and set things to rights generally, for unless the standard is pretty high to begin with 'twill end by being too low. When I began, books on house-keeping were not what they are now. 'Twas either a romance, where the lady of the house always appeared from parlor or kitchen with a smile, curls that never needed a brush, pretty, bewitching wrappers that were never in the wash, etc. Or, if a book written for instruction, it presupposed you had at least two servants, or there would be such an array of rules 'twould take a Jesuit to remember them. Never a word for us poor souls, by far the greater part of the world, who do our own work and never hire unless we must. So I turned my attention to living models. My first was a Mrs. Carlisle. Everything about her was so bright and fresh, her table tasteful, her husband and children neat, though her voice was a little sharp, but I found out her ignorance was astounding. Once when recovering from a short illness, I was sitting with her. The doctor came. "Good morning, Mrs. Carlisle," he said brightly. "Shall I class you among the convalescent, or are you still a valetudinarian?" She looked at him a moment as if he were talking Choctaw, then slowly replied, "I won't tell you what I am, but if that's the kind of people you're after, I ain't one of them." My next was a lady who talked so knowingly of everything from buttons to babies, could tell you how to do or make anything, but when you came to know her, her own house was no better ordered than her neighbor's. Then a lively, witty lady took my fancy. She was such an entertaining guest? But you never know a woman 'till you sit at her table, and my merry friend was a poor cook and a dull hostess. Query: Why are some people so much more free and pleasant in your house than their own? So all my images proved to have feet, at least, of clay. If the best of each could have been united in one—but it's not fair to expect Martha to have all Mary's good qualities, too. 'Tis even comforting at times to find others are but human, though we are apt to think them more useful and happy.

Sue M. Miller.

For Woman's Department:

WHAT IS LIFE?

What is life? Alas! It seems
But a fitful, fleeting dream,
Filled with sorrow and unrest—
But perchance it may be best.
E'en though we murmur and repine
O'er the fate for us designed.

What is life? Ah! could we see
The bitter tears, the misery
That to some are daily brought,
How we would shrink, Ah! would we not?
Then should we not miss one transient joy,
Lest we our pleasure here destroy.

Then what is life? To some it means
A home where pleasure reigns supreme;
To others it brings want and woe—
The road is rough, the journey slow;
But each in turn will reach the goal—
That haven of rest for the weary soul.

Then what is life that we should cling
To it above all earthly things?
Why should we fear the river to cross
To that haven of rest for the tempest-tossed.
For God is just to His children here;
Then why from death should we shrink with fear?

Mrs. Nellie Bloom.

WEST OAKLAND, CAL., June 18, 1886.

CRYSTAL SPRINGS, CAL., June 20, 1886.

To Woman's Department:

Yesterday I spent a delightful hour with members of the Grand Lodge B. of L. F. and their wives, in a cozy parlor of the Lick House, San Francisco. All expressed pleasure in the beauty of the day, and no wonder, for it was a typical California summer's day, with one exception—the absence of that element, which, at this season of the year especially, delights to play pranks with boys' bats and ladies' parasols, and to torment the sign-boards till they creak and croak most dismally. It was the first day of the week in which the wind was conspicuous for its absence.

The ladies of the party were charming in appearance and manner. One is a dear friend, well-known; and the other I felt warmly drawn towards, although this was our first meeting.

I discovered, what you all know, doubtless, that the Editor of our Magazine is a true friend of woman, and believes that woman can attain to any heights scaled by man. Of course we know this ourselves, but isn't it gratifying to have one of the sterner sex express such a belief! I could scarcely refrain from shaking hands with him twice, or doing something extraordinary, to show my appreciation of his liberal, common sense views, for I could not begin to tell you all he said. I believe the Grand Master (also of the party) is just the same as ever.

As souvenirs of San Francisco, each gentleman takes with him two rainbow-hued collarettes, presented by lady admirers. They will no doubt be proud to show them to anyone asking to see the "neckties."

The party leaves San Francisco this afternoon to visit Los Angeles, Tucson, and other places. I trust we shall hear all about the trip through the columns of the Magazine.

G. S. M.

FIREMEN'S DEPARTMENT.

Correspondents must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

**LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.**

AUGUST, 1886.

DENVER, COL., June 18, 1886.

Editors Locomotive Firemen's Magazine:

Nothing ever having appeared in the Magazine concerning No. 273, I must tell you about a most agreeable surprise, which was given by the wives, mothers, sisters and daughters of the members of our Lodge, on the night of June 14th.

When we assembled at the usual hour, for our regular meeting, imagine our surprise to find the hall in possession of a number of ladies, having two large tables laden with ice cream, strawberries, cake, and other sweetmeats; the room nicely decorated with flowers and evergreens. They invited us in and told us to make ourselves at home, but they proposed to conduct the meeting that night themselves. They being in the majority, we concluded to let them have their own way. After a few minutes' pleasant chat and kindly greetings, Bro. Desmond called the company to order, and stated that some of the ladies wished to make a few remarks. When quiet was restored, Mrs. Potter, mother of one of our charter members, stepped forward and delivered the following eloquent address:

Friends and Gentlemen of the Order of Brotherhood of Locomotive Firemen:

I deem it a privilege, a pleasure, to have been invited to voice the language of these mothers, sisters, wives and daughters in the few words of kindly greeting and cheer to-night; but I come not as one who has no interest in your welfare and prosperity beyond the passing hour; neither do I come merely as an invited guest to participate in the joyousness of the evening; I do come in the gladness of my heart to bid you a hearty "God-speed" as you pass along life's pathway. I come, too, as one who has an abiding interest in all that pertains to your physical, mental, moral and spiritual good.

As we look around us in nature we find a trinity of forces conspiring and working together in perfect harmony to beautify this earth, to give sustenance to man, and make for him a fit dwelling place, a home where he can develop the highest possibilities of which he is capable, and perfect him for the eternity that lies beyond the confines of time. So you, the Brotherhood of Locomotive Firemen, have, perhaps, builded better than you knew. You are gathering to yourselves some of the best talent in our country, and the minutes of your annual con-

ventions show that you are keeping abreast of the age in which you live and aiming for the best and highest good of your noble Order as well as the success of the individual. You have chosen for your motto, "Benevolence, Sobriety, Industry"—a trinity of forces binding you together and bearing you onward and upward till you reach the goal of your ambition. By means of your benevolence you are caring for the sick and dying of your number; and going beyond your own circle you are giving material support to the dependent ones of those who have finished their life work and gone home.

By your industry you are adding to the world's wealth and making for yourselves a place that will live in the hearts of those who knew and loved you for your honest, manly worth.

Your benevolence and industry will be but broken reeds to lean upon if sobriety be not their connecting link. You may be possessed of a mine of benevolence, but without sobriety you cannot give it material expression, and industry, sooner or later, would be a lost link, as it comes only of clear brains, loving hearts and steady hands. Avoid the dram shop, the saloon, no matter how pleasant and cheery an appearance they may present—avoid the gambling hell, no matter who presides at the tables, and avoid houses of prostitution as you would "the pestilence that walketh at noon day." Oh, young men, I beseech you as you value your honor, your manhood, keep aloof from everything that will defile. Do not for one moment think you can enter any of these places and come forth stainless. When tempted, as you often are, to just take one social glass, or just look on for a few moments at those scenes of revelling and vice, ask yourselves: "Is this a fit place for my mother or sister or wife or daughter?" If not, it is no place for you.

To-night the mothers, sisters, wives and daughters have gathered within your hall to give an expression to the interest and love they bear for you and make this evening another milestone in your journey to which memory will love to revert. Delicacies have been provided with which to refresh the inner man during the passing hour, and through their speaker they have uttered words of warning and words of blessing that they hope will find a lodgment in your minds and hearts; but more than this, they desire to leave behind them a more material expression of their thoughts of you—one that will be a constant reminder to you whenever you gather within these halls to celebrate your mystic rites; therefore, they ask that you will accept from them, by the hands of one of their fair daughters, this beautiful altar cloth made and designed for your use and the adorning of your room—Denver Lodge, No. 273. You will perceive that the color of the cloth is blue—emblematic of their truth and fidelity—the pink rose buds, their love; the green leaves for an everlasting memorial; while the golden bands and fringe well represent the sheaves of a noble, ripened manhood that you will bring to them, "so shall sower and reaper rejoice together." Again, I say, please accept it with their hearts' best love.

A word to those who are here assembled, away from mother and home. My heart goes forth to you young men as it cannot towards those who have still these sweet and refining influences; for you are exposed to temptations that the others may not have. In the cold comfort of a boarding or lodging house hearts hunger for the sight and voice of those whose pictures hang on memory's walls, the remembrance of which is the only thing between you and temptation. Whenever I think of you who are so situated I wish I had the means to offer you a home that will be a very home—where you would all be "my boys," and I could supply for you a mother's place. As I cannot offer you this, I think I can safely say to you that the homes of your brothers here in Denver will give you a hearty welcome for an hour's leisure and the rooms of the Women's Christian Temperance Union are always open and supplied with papers and books for your profit and entertainment.

And to all of you we say: Add to your motto "Excelsior." Be not content with present attainments, aim for the highest and the best. Above and beyond "Excelsior" behold that galaxy of stars that shall ever be a beacon light to your pathway here. Keep your eye fixed and upward and it will surely lead you to mother, home and heaven.

At the conclusion of Mrs. Potter's remarks, the little daughter of our worthy Master stepped forward and presented the Lodge with a very handsome altar cloth, to which Bro. Desmond responded in a few brief and well chosen remarks, thanking the ladies for their kindness and the interest they took in the welfare of the Order.

At the conclusion of Bro. Desmond's remarks, the company were invited to partake of the refreshments, to which all did ample justice, after which was had some vocal and instrumental music by some of the ladies. Too much praise cannot be bestowed upon the ladies for the admirable manner in which they conducted the whole affair. After spending a couple of hours in social enjoyment, all returned home, well pleased with the evening's entertainment. Among the invited guests present were Master Mechanic J. R. Groves and lady, R. H. Foreman, Wm. Tyler and lady; Bro. D. A. Kelker, of No. 50, and lady; Bro. Wm. Daveron, of No. 77, and lady, and Bro. Frank Slavens, of Tunnel Hill, No. 281. Should this be so fortunate as to escape the waste basket and find space in your valuable publication, you may, in the near future, hear from me again.

Yours fraternally,

Rocker Box.

ATLANTA, GA., July 1, 1886.

Editors Locomotive Firemen's Magazine:

The members of No. 247 are taking an active interest in the work of the Brotherhood and are putting forth their energies to build up the banner Lodge of Georgia. Bro. H. F. Waters, one of our popular boys is firing passenger engine 18. Bro. Wm. Engles has the honor of the left side of the pay car. Of course all the boys are glad to see Billy. Bro. Davis of the A. & C. is how hostler of his road and doing well. Bro. Ed. Miller has a "mash" up the A. & C. Bro. Barker will not have to stop off so much now as he has taken a life partner. Success to him. Bro. Ed. Bush claims to have the best passenger engine on the E. T., while Bro. Wm. Holden (Canada Bill), says his engine is the queen of the rail. More anon.

W. J.

CRESTLINE, OHIO, May 7, 1886.

Editors Locomotive Firemen's Magazine:

I have been taking the Magazine since January and have never seen anything from Central Ohio Lodge No. 299, so will do my best to say a few words in behalf of my Lodge. I wish to inform the boys elsewhere that we are doing our best to keep abreast of the times. Our Lodge, in age, is only a baby, but we have enrolled about twenty-seven members since organizing and are taking in one or two at every meeting.

With such men as M. F. Prescott for Master, Tom (Curly) McBride for Financier and C. H. Rldge for Secretary our success is assured. The other boys are all deserving of credit but have not the space to give them personal mention, so to condense the article will say that our Lodge is composed of just such men as it takes to make a first class Lodge.

Fearing that I may be taking too much space I will close, but may come again if this should escape the waste-basket.

Truly yours,

No. 299.

ATLANTA, GA., July 3, 1886.

Editors Locomotive Firemen's Magazine:

Bro. A. B. Barker and Miss Mary F. Kain, of Rome, Ga., were married at the Catholic Church, of that city. The church was tastefully decorated. The symbolic tapers of the Catholic church cast their soft radiance over the altar and the preparation breathed peace and hope while every heart sent up a soft petition for the glad fruition of the day's beginning. At 8:30 the wedding party arrived. First came Mr. Frank J. Kain and Miss Jennie Donkle, next, Bro. H. F. Waters, of Atlanta, and Miss Katie Kain; following them were the bride and groom—Bro. A. B. Barker and Miss Mary F. Kain. The party was so arranged, one couple to the right and left of the bride and groom, who were thus left in the centre. Father Clifford performed the ceremony in the usual sweet manner of his church, always making it a sacrament, bearing with it warning and advice that must be carried by the young people, with good effects, through all their after days.

After the benediction they filed out, receiving, as they went, the congratulations of their many friends, who had gathered for that purpose.

Miss Mary Kain has long carried with her the best wishes of our people, gained by her ever sweet and gentle manner and kindness to all with whom she met. Bro. Barker, every one knows, as he has built his reputation on the E. T. V. & Y. from the deck to the right hand side, by courage and perseverance. He is a member of 247, and we wish him and his handsome bride a full measure of a long life and happiness.

We don't often have an opportunity of attending a picnic with more pleasure than the one just held at Silver Creek, given in honor of Bro. A. B. Barker and his estimable wife. Mrs. Mary Kain, Mrs. McCaffrey, Mr. Eugene Kritter and Mr. F. J. and W. P. Kain have our sincere thanks for their kindness shown to us.

H. F. W.

JACKSON, MICH., April 28th, 1886.

Editors Locomotive Firemen's Magazine:

I have been waiting anxiously for some one to write about Gilbert Lodge No. 240, but in vain.

We have a membership of forty-five good active boys.

Bro. F. Neesly, our Magazine agent, has been somewhat negligent in regard to securing a large list, but as the ladies have been monopolizing all his spare time we think him excusable.

By the way, I saw our able Financier, S. Verburg, on the right hand side and the boys smoking two for five, success to you, Bro. Sam.

Bro. Bently is firing flat-foot engine No. 9, on New York and Pacific Express, and he wears a smiling countenance each month as he comes from pay car. Dame Rumor says he is making frequent visits to Marshall. Bro. Einer who fires the 255, better known by the name of Big Eagle, has a fine pair of H. lamps of his make. They are kept in a chamois skin and under lock and key when not in use.

Hoping some one else at some future day will write in behalf of No. 240.

I remain Yours,

W. A. W. M. N.

KANSAS CITY., MO., July 3, 1886.

Editors Locomotive Firemen's Magazine:

Please publish the following account of a union meeting, held in Kansas City, July 1st and 2d:

An open meeting of the B. of L. F. was held in Kansas City at the Coates opera house, on the evening of July 1st, under the auspices of Kansas City Lodge, No. 74, and Kaw Valley, No. 313. The meeting was called to order by Bro. M. Hurley, who introduced Mayor H. C. Kumpf. This gentleman presided over the meeting and welcomed the B. of L. F. to the city. The Mayor then introduced Grand Master F. P. Sargent, who gave an able address. As several of Bro. Sargent's speeches having already appeared in the Magazine, lately, and as this one is something of the same as the others, I will not attempt to outline it. I will say, though, that Bro. S. was loudly applauded at different times and made a good impression and did a great deal of good for the Brotherhood.

After Bro. S. finished, ex-Mayor, T. B. Bullene, was introduced and gave a very interesting and humorous speech, and closed by wishing the B. of L. F. God-speed in their good work.

Next came Bro. Eugene V. Debs, Grand Secretary and Treasurer. When he arose to make his address, he was loudly cheered, as his very appearance seemed to indicate that an eloquent address would come from him, and there did. He spoke of the good of the different labor organizations and their noble purposes and showed how much good they had done. Bro. D. said he hoped to see the time when women workers would have better protection than at the present day, and could not see why it was that women did not receive the same compensation for the same work performed, as a man. Bro. D. received an ovation of applause, at intervals, during his address. As some of the other speakers were unavoidably absent, the meeting closed. There was a large attendance and every one went away with a good word for the B. of L. F.

Next day, July 2d, a union meeting was held at No. 74's Lodge room. The meeting was called to order at 10 A. M., by W. M., L. F. Stephens, Master of No. 74. After the usual formalities had been gone through with, the Grand officers were introduced to the members. Grand Master Sargent first took the floor and made a brilliant address, lasting one hour. He first reviewed the history of the Order, and showed its wonderful progress and how firemen had been made better citizens, and better men generally, by its good influences, and therefore, appealed to the members to continue on this line. Bro. S. reminded the members of when they were first initiated and how they went away feeling better men, but some, in time, became negligent in their duties of membership and remained away from the meetings. Bro. S. explained why this fault should be overcome and all should work to elevate the Order and its members to a higher moral, social and beneficial standing. He also explained the good of the Order to members out of employment and the many benefits that can be derived. He said good men should be elected to fill the Lodge offices. The Master was elected to wield the gavel and enforce the laws of the Order and the members should respect this office

and when the Lodge is called to order all should preserve decorum. Bro. S. also warned the members why they should pay the dues and assessments regularly and instructed the officers of the Lodge to live up strictly to the Constitution and By-Laws, in regard to this in particular, and that the members should see that the Trustees and Financier made their quarterly reports regularly, and this would prevent, in a great measure, the robbery of so many Lodges by Financiers. Bro. S. closed by asking each member to do his share and all would be well. Meeting adjourned for dinner at 1:40 P. M. We had to chew on this run, of course.

Meeting recommenced at 2:45 P. M. After the members had attended to the wants of the inner man, which was done in a creditable manner, the first topic spoken upon was the organizing of a new Lodge at this place for the benefit of Missouri Pacific firemen. By a motion, No. 74 granted the Missouri Pacific firemen the privilege of organizing a new Lodge. After this Bro. Debs took the floor and said, as we had been so ably addressed by the Grand Master there was nothing left for him to say except to exemplify the secret work, which he did in a clear and able manner. He stated that all Lodges should be extremely careful in the granting of traveling cards, and when presented to members, should be examined very carefully. Bro. Debs' instructions were very beneficial and will prove of valuable service in this locality. Bro. Debs requested the members to do their best towards building up the Brotherhood in this locality, as we had a good field to work in.

After Bro. D. concluded, Bro. L. Mooney, of No. 43, addressed the meeting in a very creditable manner and was received with a round of applause.

Next came Bro. C. M. Stone, of No. 18, who, in his usual way, spoke to the boys for a while and kept all in roars of laughter. Come again, Bro. Stone, if you don't gather any moss.

Next, we were entertained by Bro. C. W. Mairs, of No. 24, who commenced by saying he was not much of a speaker, but he held the floor for half an hour, just the same. Bro. Mairs reviewed the late troubles on the Missouri Pacific and proved himself to be a thorough Brotherhood man. His remarks were interspersed with loud applause. Many other members made short addresses, but it would take too much space to write them up. The visiting members present were as follows: L. Mooney, L. Gay, F. Gant, of No. 43; C. Salisbury, 31; H. L. Wright, W. H. Mead, 153; E. H. Barnard, W. Rawlings, C. M. Stone, E. Mathias, 18; P. W. Gorman, 79; C. W. Mairs, 24; John Dorsey, 46; W. A. Payne, 16; John Murnin, R. A. Blades, W. P. Carlile, 54; W. W. Wiley, G. W. Smith, 78; Zeb. Moore, 93; F. A. Neely, 101; J. T. Hull 137; G. W. Coleman, A. L. Beadley, 154; H. A. Seelinger, 205; J. T. Hart, 290; E. McConnell, 255; M. Heffernen, 312.

In summing up, we can cheerfully say that this was one of the most successful union meetings held in this section and will do a great deal of good. Its beneficial results can already be seen. The members of Nos. 74 and 313 are highly rejoiced at meeting with the Grand officers and say they are the right men in the right place. To conclude, we want to

say that the Brotherhood has been infused with new life and vigor and the boys are going to keep the good work moving. A telegram of congratulation was received from Elkhorn Lodge, No. 23, which was accepted and ordered published in report of union meeting.

There being no other business to transact, meeting adjourned at 8:30 P. M. After this the Knights of Rest took charge of the Lodge room. The High Muckemuck ordered Bro. Piercey as the first candidate, who was initiated in first-class style. He was followed by Bros. Haverstick, Franz and Hartnett, and many others. Never mind, it is our turn next.

Wm. Piercey, Sec. No. 74.

W. C. Haverstick, Sec. No. 313.

LUDLOW KY., June 28, 1886.

Editors Locomotive Firemen's Magazine:

It is with deep regret that we note in this issue another death of one of our members, and it is all the more painful as like the majority of cases of our Brotherhood that his death was sudden and without a moment's notice. On the evening of the 14th of May he left his home in the little city of Ludlow, where he had resided for some time, after bidding his mother good bye as was his usual custom, little thinking of the awful fate that awaited him but a few hours in advance. He was firing engine 45 with Engineer Watson at the throttle, and was going south on night freight on the Cincinnati Southern and when twenty miles south of Ludlow he attempted to go back over the train to the caboose for a drink of ice water when an overhead bridge struck him killing him almost instantly. He was picked up by kind hands and brought to his home. Imagine his poor parents' horror when the mutilated remains of their son, who left but a few hours before, returned to them with the life dashed out of him. The awful scene can be better imagined than described. The funeral took place from his home, under the honors of the Brotherhood and was attended by a large concourse of friends and acquaintances.

Ludlow.

McCOMB CITY, MISS., May 3, 1886.

Editors Locomotive Firemen's Magazine:

I have been watching the columns of the Magazine for some time expecting to see something from Meteor No. 279; but alas, in vain. Failing to see anything, I will myself make an effort to convince our sister Lodges that we are still in existence and moving along nicely. Bro. Fisk, our Master, is a hard worker, but Bro. Devine, Vice Master, is all smiles when he is absent—Sammie likes to use the gavel. Bro. Hammond measures six feet of solid Brotherhood material—come down Charlie, we want to speak to you. Three of our brothers have joined the matrimonial ring since we organized: Bro. Redmond, Bro. Quinn, and last, but not least, Bro. Harrison. We saw him Sunday and he looked pleasing as a basket of chips. Look out Tommie Long, you had better keep off Main street. Bro. Cotton has swapped his ponies off for a beaver hat and button-hole bouquet.

A. I. C.

BARSTOW, CAL., June 23, 1886.

Editors Locomotive Firemen's Magazine:

I desire a little space in the Magazine in behalf of the B. of L. F. members on the west end of the A. & P. and California Southern roads.

The boys are all happy and contented, although we have no Lodge here. Occasionally we meet a traveling brother who gives us a little information, and therefore we are kept moderately posted. We will soon organize. We have the charter fee collected and seventeen names on the application. The men are all reliable and hard workers and it is only a question of time until we will have a Lodge as good as the best. Our city boasts of the finest scenery in southern California.

A few words now for some of the boys located here: Jerry Ross, the clever chap, is now handling a fine Hinkley switch engine, with Frank E. Davis at the scoop. Alex. Mers rides a six wheel Pittsburgh. It is rumored that Alex. is a constant visitor across the river. How is it, Alex? Next comes Chas. Higgins, of No. 178, generally known as "Old Crank." He is generous hearted and obliging and is a favorite among the boys. Harry Brown has been promoted to the right hand side and is doing good work. Mike Sauer and Wm. Cordingly are firing passenger engines. Next trip I will say a few words for the deservng boys on freight.

Yours, etc.,

D.

CINCINNATI, OHIO, June 22, 1886.

Editors Locomotive Firemen's Magazine:

Failing to notice anything in your valuable Magazine from No. 200, I thought I would write and let you and our sister Lodges know that we still exist, and at present are in a flourishing condition. Bro. F. O. Miller is our worthy Master, and the manner in which he presides over our meetings is well appreciated by the boys. Bro. C. W. Moore is our Financier and the way he handles the cash is a caution. The boys all sympathize with Bro. Moore, as his wife has been very ill for some time. Our able Secretary, Bro. Ed. Mack, besides being a fearless quill shaver is somewhat of a ladies' man, judging from "runs" he makes between York street and the hill tops. Bro. Chas. Sperry (our clown) does not get the chance to go to the meetings very often now, as he has his lay over at Indianapolis, but we hope to see Chas.' smiling countenance among us at the next meeting. Bro. Clarence Barnes is experiencing a deal of trouble just now, having but recently buried his sister, is himself troubled with kidney disease from which he is not able to work, but is at present improving and we hope he will continue so. I am hardly able to "size Bro. Luddon up" correctly, but "dame rumor" has it that it will soon be "four hands round."

Shaker Bar.

BRO. PALMER, of Smoky City Lodge, No. 219, was united in marriage, Thursday evening, June 10, to Miss Ada V. Ballard, of Emsworth, Pa. Their many friends extend best wishes to them.

SOME of 14's boys wish to say that they have a friend in the person of Mr. H. Noel, of the Union Railway Company. He seems to think that the boys are deservng of a helping hand. Success to Mr. Noel.

GRAFTON, WEST VA., June 9, 1886.

Editors Locomotive Firemen's Magazine :

Bro. J. J. Hannahan, on his return from organizing a Lodge at Martinsburg, on the B. & O. R. R., stopped with us over Sunday. It is needless to say the boys felt proud to shake hands with their Grand Lodge officer. The words of advice which he gave will long be remembered by the boys of 276. May success attend him and all of the Grand Officers and brothers of the B. of L. F.

Yours fraternally, Old Virginia.

RIVER DU LOUP, QUEBEC, June 29, 1886.

The fashionable event of the season occurred on Thursday, the 17th, at the Anglican church, when Bro. W. J. Gorham, one of the solid men of Colonial Lodge, was united in the bonds of matrimony to Miss Maggie M. Maxwell, one of River du Loup's fairest daughters.

The ceremony, which was performed by the Rev. R. C. Tombs, M. A., Rector of the Church was very impressive. The singing of the choir, under the leadership of the talented organist, Miss Bella Hill, was very fine. The groom was attended by Bro. Frank Gosselin, the popular Past Master of the Lodge who, as best man, nobly stood by Bro. Gorham during the trying ordeal.

The bride, who looked beautiful in a robe of white mulle, trimmed with white satin and oriental lace, veil, and a wreath of orange blossoms, was attended by Miss Ida Robinson, the popular teacher of the English school, who officiated as bridesmaid.

After the ceremony, the bridal party drove to the residence of the bride's mother where an elegant breakfast was partaken of, only the relatives and intimate friends being present.

We have not space to enumerate the presents, which were numerous, elegant and costly, but prominent amongst them, we noticed a magnificent silver cake basket from Bro. Gosselin, a very handsome double pickle stand from Mr. E. H. Crean, a handsome butter cooler from Mr. D. Mains, and a magnificent cruet stand from Mrs. B. Walker and silverware and other presents too numerous to mention. The happy couple left on the noon express for a tour east to Halifax and St. Johns, N. B., accompanied by the best wishes of a host of friends.

The members of No. 119 unite in wishing Bro. Gorham and his accomplished wife, all happiness and prosperity, and that their years of wedded life may be long and full of joy.

Colonial.

GRAND RAPIDS, MICH., April 29, 1886.

Editors Locomotive Firemen's Magazine :

The following from the Grand Rapids Telegram-Herald will explain itself:

"Although there were many labor meetings last night, probably the most charming was held in Ringue's Hall, at the corner of Fifth-ave. and South Division street. The occasion being the first annual meeting of the Locomotive Firemen of Grand River Lodge No. 285. The wives of the members gave the Order a banquet and presented the Lodge with a beautifully bound Bible. The hall was tastefully decorated with mottoes and the ceiling was hung with red lanterns. The early part of the evening was occupied with progressive euchre, bean-bags and other games, and about ten o'clock the tables were spread for supper. After the presentation of the Bible by Elder Sargent, which was responded to

very gracefully by Mr. H. Norris, Master, the company sat down to the delicious spread. There were four tables laden with good things and decorated with the fragrant trailing arbutus.

About one hundred persons were present, among them being delegates from Traverse City, Detroit, Jackson and Elkhart, Ind. Mr. S. D. Bradley, the Master Mechanic of the G. R. & I. road, was present, and, although urged to address the assembly, declined. He stated to a reporter that his sympathies were with the Order and he thought that if they continued to be under such good influence, as they were liable to be with their wives and the Bible, there could be no doubt of their success."

We return our deep and sincere thanks to the ladies for remembering us so handsomely—we shall all endeavor to be true men, worthy of the high honor we have received. We now number forty members and each one of them is alike creditable to the Lodge and to our vocation.

Kitt.

A GRAND Railroad Fair will be given under the auspices of Eureka Lodge, No. 14, in the new City Hall of Indianapolis, Ind., on the evenings of September 7th, 8th, 9th and 10th. The enterprise is in all regards commendable, and we hope it may meet with liberal patronage. During the past eighteen months, No. 14 has had more than its share of misfortune, having lost eight members by death and two by total disability. This, with a considerable number of sick members, has depleted the treasury of the Lodge, and the Fair has been decided upon as a plan of stocking up the treasury.

The committee in charge consists of Bros. W. T. Screes, Ed K. Whitset, Wm. Hugo, H. C. Randall and Wm. P. McBride. There will be an immense gathering and a social time is guaranteed to all. We are authorized to extend a cordial invitation to all members of the Order, in good standing. For further information apply to Ed K. Whitset, 133 East North street, Indianapolis, Ind.

H. J. CARRUTHERS writes us as follows, in behalf of his Lodge: "The many brothers of Huron Lodge 221 read with deep regret the death of Bro. H. P. Boulton, of Dominion Lodge, No. 67, who was drowned in Toronto bay, while bathing, on Sunday, July 4th. Bro. Boulton was a faithful member and a hard worker in our Brotherhood and had made many visits to our meetings, and the members of this Lodge extend to Dominion Lodge our most sincere and heartfelt sympathy in their hour of affliction."

WM. HUGO is a great Financier, and why should he not make a good representative? No. 14's members say he will be a "dandy," and they intend to do their utmost to see that he gets there.

WM. WEILER has now the distinction of being grandfather, in which new relation he has the congratulations of a large circle of friends.

WILL Bro. H. Randall, of No. 14, tell an enquiring friend how soon that suit will be brought into active service?

WE saw Bro. Jno. Farrell, as natural as life, feeding a Vandalia engine black diamonds, a few nights since.

P. O. RAHERTY is again on duty at the Wabash round house in the capacity of hostler.

LOS ANGELES, CAL., June 26, 1886.

Editors Locomotive Firemen's Magazine:

I will leave the description of the public reception of the Grand Lodge officers on the 20th inst. at Los Angeles to the brothers and content myself with saying that everything passed off pleasantly, the G. L. officers seeming to enjoy the occasion as much as those who were fortunate enough to have them, which is saying a great deal. Very few ever had such a treat before.

When the chairman invited the engineers present to make a few remarks without hearing from them I was almost tempted to ask if a few words would be acceptable from a coal-heaver, but when I looked around me and thought of the number of tanks of lumps I had given to nearly every one of them to crack up during my time, I thought they might perhaps resent the intrusion and put me out.

The Grand Master's advice to the boys to organize on their own account was a happy idea and in my opinion applied more forcibly to our chairman than any other member, for while it was evident that most of the single men had taken the first step towards that desirable end and had their sweethearts with them, I searched among the audience in vain for any sign of Charley's intended and will at once put him into the hands of a match-making mamma and have him organized to perfection by the time the G. L. O. pay us the next visit. The advantages to be derived from that happy state should not be lost sight of by the more ambitious members of the Order. I mean in regard to public speaking, for if they have not made many speeches they will certainly have to listen to a great many from the future Mrs.—and this, you see, ought to make them more fluent—improve their style and help them to fix their thoughts on the subject under consideration. It may have its drawbacks, perhaps one might not have that unbounded self-confidence after as he had before listening to a few confidential curtain lectures, but that will not make him any the less pleasing. I presume Messrs. Editors this will account for a good deal of the pleasure we feel in listening to the addresses of the G. L. O.'s. Everyone must be deeply impressed with the good your Order is doing not only for its members, but indirectly for every employe connected with railroads.

The G. L. officers' visit has left a very pleasant impression and the Magazine will possess an additional interest to all those who were fortunate enough to make their acquaintance.

Whiffs.

PALESTINE, TEX., July 3, 1886.

Editors Locomotive Firemen's Magazine:

As it has been some time since I have seen anything in your Magazine from Neches Lodge No. 156, I will give you a few items to let you know that we were not all blown out of existence by the late explosion in the round house, although it did considerable damage. The engineers suffered most; two men were killed instantly—one being our late Bro. Henry Rhody; the other was a machinist. Our Bros. Tom Motter and Dickerson, were wounded severely, but both are able to be out. Tom was on his pins, with the assistance of an extra set of wooden ones, at the last meeting of our Lodge. Tom is all right,

now; he will get to the front if he does have to go on wooden pins.

A serious thought has struck our Lodge of late and I think it has a good foundation. Now, if any of you can enlighten us on the subject, we shall be very grateful to you. Now, listen and answer promptly: Does a young Fireman have to marry, before he can run an engine? It looks that way to us, as most all of the engineers are married, or have been. So I don't know whether the fair sex tends to steady the brain and nerve, so they become competent sooner, or whether the boys neglect their duty by running around with the girls to places of amusement. Our boys have been thinking seriously on the subject, and from all appearances, some of them will soon be benedicts. But for pity's sake, don't let the girls think they just want them so they can be promoted sooner; if they did, the jig would be up, sure, for the girls down here are very sensitive. You must make them believe that one of the greatest and grandest aims of your life, is to secure one of these earthly angels, whether it is so or not. Remember, this is strictly confidential. Bro. Elmer Garett thinks that the girls here have "tumbled," so he is going north next month, for recreation he says; but we all know better than that, we know he wants to run an engine, and the boys won't think any other way, but that they must marry first, and I "kinder" think it tones a fellow up to get married.

Our worthy Financier, Ed. Wilcox, (better known among the boys as Dr. Wilcox), has been acting rather suspicious of late; he wants to be doubly secure, so he has a fair one at each end of his run, and they both have got his meetings down so fine that they know the very exhaust of the 788.

If the Lodge fines Bro. A. G. Moseley every time he is absent, the treasury will be enriched considerably, for there is a pair of sparkling black eyes that possess a magnetism which draws him to them the greater portion of the time that he is not on the 750. I think the M. M. was onto his racket, and pulled him off the 750 and put him to firing freight, so by the time he wrestles with those big sticks of wood coming up Palestine Hill, I think the starch will be taken out of him so he will look like a compressed cigarette. Bro. Charlie Marshall was served in like manner, but I don't know whether his offense was neglect of duty, going to see the girls, or for spinning long yarns. I tell you he is an expert in the latter.

Bro. A. Hutchinson came down from Canada looking like a Shetland pony, but since he has been raw-hiding the 776 this hot weather, he looks fat—like a match.

It would occupy too much space to enter into detail about the entire Lodge, for it now has fifty members, and we initiate new ones at nearly every meeting, but I can say that as a body, you will seldom find a steadier, warmer-hearted, harder band of brothers in the Union. They are always ready to lend a helping hand when it is needed. But I tell you this hot weather takes the crimps out of the best of them. When the boys get in off their runs, they look like a paper collar on a stump speaker in the month of August.

Lorenzo.

EMPORIA, KAN., June 28, 1886.

Editors Locomotive Firemen's Magazine:

Being an admirer of your Magazine, I take pleasure in contributing a few lines to inform you that Emporia Lodge is in excellent condition. Our worthy Master, Joe. McNeil, has just taken his engine out of the shop and says "she is a dandy." The boys on the Santa Fe are as happy as can be since their new schedule took effect on July 1st. All our members are making good time and are seemingly contented. The Brotherhood is immensely popular here, a fact which is heartily appreciated by

O. L. Can.

MACON, GA., June 30, 1886.

Editors Locomotive Firemen's Magazine:

It gives us pleasure to report that Macon Lodge No. 246 is in first rate working order. We have lately been honored with calls from several visiting members all of whom we were glad to meet. Three of our worthy members, viz.: S. L. Taylor, J. H. Strickland and J. I. Davidson were in attendance upon the union meeting held in Atlanta under the auspices of Kennesaw Lodge No. 247 and they extend their heartfelt thanks for the many favors they received. Bros. Senter and Ingie of 247 paid us a visit lately and we were much pleased with them. They are whole-souled fellows and will always find a cordial welcome here. We are doing all in our power to build up the Order in the South and I think the time is not far distant when we shall be well represented here. Bro. Joe Wheeler visited us at several of our meetings and we hope to see him among us soon again.

Macon.

Union Meeting.

DES MOINES, IOWA.

The third and last official union meeting authorized by the Philadelphia Convention was held at Des Moines, Iowa, Sunday, July 11. In the afternoon a closed meeting was held, which was largely attended. There were delegates and visiting members present from nearly all our Northwestern Lodges. Chicago sent a delegation of sixteen members via the old reliable "Rock Island Route," whose officials kindly provided the necessary transportation. Webster Lodge No. 222 sent a delegation of fifteen members, who chartered a special engine and car for the occasion. Most of the Fort Dodge brethren were accompanied by their mothers, wives, sisters and lady friends.

The evening meeting was held at the Opera House. A fine audience gathered to witness the exercises. The following programme was arranged for the occasion:

PROGRAMME:

Call to Order	Chairman
Invocation	Rev. J. W. Geiger
Coronation March	Orchestra
Address—"Welcome"	Marcus Kavanagh, Jr.
Selection	Orchestra
Address	J. A. T. Hull, Lt.-Gov. of Iowa
Address	F. F. Sargent, Grand Master
Selection—"Hail to the Chief"	Orchestra
Address	Mr. J. W. Akers
Address	Mr. C. S. Binkley
Selection	Orchestra
Address	J. J. Hannahan, G. O. and I.
Address	Rev. J. W. Geiger
Address	E. V. Debs, G. S. and T.
Doxology	
Benediction	Rev. J. W. Geiger

The following account of the meeting is taken from the Des Moines *Leader*:

"Yesterday there arrived in the capital city about one hundred and fifty delegates, representing the various Lodges of the Order in Iowa, to attend a bus-

iness meeting, held at G. A. R. hall during the afternoon. Through previous arrangements the Aborn house was selected as headquarters, and here the boys gathered around the banquet board to "coal up" and "take water." Many of them, though belonging to the same Order, are employed on roads far apart and had never "met" before, and on reaching the hotel all of them "side-tracked" "for orders," and while standing on the "passing track" scanned orders and became acquainted. About 11 o'clock, in accordance with previous arrangements, the boys formed in double rank on Fourth street, tricked out in bright regalia, and on receiving "running orders," pulled out for the east side, headed for G. A. R. hall, where a secret business session, lasting until about 6 o'clock, was held.

In the evening the delegates gathered at the Grand opera house to listen to addresses by Marcus Kavanagh, Jr., Lieut. Gov. Hull, Rev. Geiger and officers of the Brotherhood. The large audience room was very comfortably filled with a representative audience of ladies and gentlemen, many of whom came more out of curiosity, than otherwise, but so pleasantly was the evening passed that all regretted the arrival of the moment when the exercises closed. Mr. M. F. Bixley, an esteemed member of the Brotherhood, resident in Des Moines, presided with the easy grace of an old timer. He "threw" all the switches in good shape and every wheel passed over without the slightest jar. The meeting was held under the auspices of Confidence Lodge No. 102, of this city, and opened by a feeling invocation by the Rev. J. W. Geiger, after which Marcus Kavanagh, Jr., one of Iowa's most promising orators, and a speaker who never fails to command close attention and the highest admiration under any and all circumstances, delivered the address of welcome. He was interrupted at several intervals with bursts of generous applause by the appreciative audience. Following is his address:

Mr. Chairman and Gentlemen: His honor, Mayor Phillips, has delegated to me the pleasant duty of welcoming you within our gates. We are proud that you have chosen Des Moines for your meeting place.

You represent one of the mightiest influences upon earth. An influence which has chained together the continents, formed the human race into one great community and revolutionized the habits and the thoughts of all mankind. The locomotive engine is the triumphal chariot of progress and civilization follows in its wake.

It whistles and the mighty forests melt away as by magic, the mountains bend to let it pass, and the desert prairie blushes into waving cornfields and grateful vineyards. Where once is heard the whistle of the locomotive civilization pitches its tent and holds dominion forever.

You represent the actual physical power, endurance and heroism of that influence. I am not one of those who believe that manly fortitude and courage belong to another time. The world is to-day full of unknown heroes. There are hearts to-night under flannel shirts throbbing in the glow of the furnace as brave as any that ever beat against a coat of mail or leaped upon the bayonets of its country's foe. The man who plunges through suffering and cold, through darkness and danger for duty is as true a knight as ever couched a lance or pierced a breastplate. Each day you hold in your hands the fortunes and lives of your fellow-citizens. A moment's recklessness, a careless look might mean frightful disaster. But seldom is it heard or seen that catastrophe comes to your fellow citizens through the fault of the men upon the cab, while every day brings news of some poor fellow who went over the mountain side or through the crashing bridge with his train, his hand upon the lever scorning to live when duty bade him die.

Danger, suffering and death come to men upon the train oftener than any other calling. So you have banded together in brotherhood for mutual protection.

Your association raises a breastwork around each home or member to guard so far as possible from peril.

It lifts the mangled form of your brother from the smoking wreck, bears him to his stricken home, soothes and comforts his bed of pain, stands above

his closing grave and furnishes sympathy and help to those left behind.

He will search long who will find a nobler motive or a truer knighthood.

But I must not detain you. My only province is to bid you welcome. In the name of the citizens of Des Moines, I open to you our city gates. May your stay be full of profit, and may the memories you shall carry away be pleasant enough and lasting to bring you soon again.

Lieut. Gov. Hull was next presented. He was received with a burst of applause on stepping upon the platform, and addressed the audience as follows: I remember, as a lad, having envied the stage driver. He seemed to me as the embodiment of progress; but, like the stage coach, he had his day and has passed to the realm of the geminiscient past. The stage driver has passed away and given place to the grandeur of the locomotive, a grand piece of mechanism that ever attracts our attention and commands our admiration. I now call to mind a ride I had on an engine several years ago. I was in a distant part of the State and received a telegram requiring my immediate appearance at Burlington. I obtained permission from the division superintendent and had a locomotive placed at my service to make the trip. I will never forget that ride. The engineer, a grim looking man, the picture of dauntless courage and self confidence, grasped the throttle, and soon we were moving towards our destination with the swiftness of an arrow's flight. The way we shot through villages and past farm houses was almost as intoxicating as the scent of battle. I am not a heavy weight, and frequently found myself jostled from one side of the cab to the other, in the wild rocking of the engine. I became alarmed, and cast apprehensive glances at the fireman and engineer, but the former maintained strict silence and piled in the coal, while the engineer, with one hand resting on the throttle and the other on the lever, kept his searching eyes straight ahead, scanning the track and looking at signals. It was not the easiest ride in the world, but it was one of the grandest I ever had. I have naught but a high regard and splendid admiration for the men of the Brotherhood of Locomotive Firemen, who every day of their lives face death in a thousand ways and never quail. It is a calling of danger, and many of your grand Order have gone down to death rather than forsake the post of duty. The speaker then paid a high tribute to the Order of Locomotive Firemen, closing his address with the remark that when a man becomes unworthy to be a member of your Brotherhood, he is unfit to stand upon the engine and guide its course, for in the hands of the engineer and fireman is placed the lives of thousands who trust to their judgment and care.

The next speaker was Grand Master F. P. Sargent, who, at some length, explained the aims and objects of the Order. Thirteen years ago the Order of Locomotive Firemen came into existence, and from that day until the present its object had been to elevate its members socially and enhance the value of their services in the great fabric of railway life. Thirteen years ago the firemen were social outcasts and looked down upon as hard citizens, but to-day, thanks to the elevating principles commended and held by the Order, this is all changed, and the firemen of to-day has a good social and business standing. Thirteen years ago these men keenly felt this ostracism, and resolved that the world should be convinced that its judgment in respect to the firemen was a great error. This has been accomplished, and at present the Order embraces within the radius of its vast reach 16,000 members, the vast majority of whom are men of excellent character and thoroughly competent in their calling. The trine motto of the Order is Sobriety, Benevolence and Industry, three essential elements that cannot fail to commend it to mankind. The Order had laid a strong foundation and then grown rapidly since the day of its first inception. The speaker especially disavowed that the Brotherhood sought to antagonize the interests of the railways, but, on the contrary, was interested in building these up and fostering the interests of its employers. The railway officials have come to regard this as a fact, and now, instead of regarding the Brotherhood with suspicion, as they did at first, lend

every effort to assist the work of building it up. The interests of the Brotherhood and the railway are identical and no member of the Order will be found guilty of antagonizing the just rights of its employers. The address was very conservative and replete with excellent suggestions that cannot fail to bring the Order into favor, not only with the public but also with the railway managers themselves, who are certainly in accord with the aims of the Brotherhood to elevate the intellectual and business standard of their employes. Mr. Sargent was followed by Grand Secretary E. V. Debs, a gentleman who, in addition to being a gifted speaker is also endowed with rare good judgment and far-seeing sagacity. His address was such as would commend the Order to the best wishes of the public and the railways themselves. He is certainly the right man in the right place, and so long as he holds to the splendid sentiments enunciated, and the Order follows them so long will the Brotherhood retain the friendship and best wishes of the public and railway managers. Rev. Geiger next addressed the audience and brought the house down in applause at his happy hits. Master Mechanic Binkley, of the Rock Island shops, also favored the boys with a short address, full of good words and approval of the aims of the Order.

At the close of Mr. Geiger's remarks the meeting closed with the doxology.

Following is a list of the delegates present:

E. M. Stout, C. M. Noble, W. L. Johnson, O. G. Anderson, G. W. Greenwood, J. C. Coleman, M. R. Myers, A. L. Brighton, F. Linkogel, R. Gregory, J. Harkness, F. M. Mercer, F. F. Karns, Chas. Topp, W. Smith, Henry Henson, John Barron, W. C. Wright, T. P. Adams, G. C. Wells, William Muldoon, Jesse M. Damp, Ed. Perry, Chas. Quinlan, B. F. Strickler, C. W. Gardner, C. Olney, F. Crockett, Geo. Kelley, J. W. Kenner, E. E. Defts, Thos. M. Riley, M. McCvicker, F. B. Rugg, John J. Delaney, Bartley Rush, H. Basquin, P. Casey, F. W. Peterson, J. H. Dean, J. B. Broshe, F. S. Payne, C. M. Knell, J. H. Dean, J. Hansen, J. Toolless, P. J. Breecher, J. Woodard, C. H. Woodard, H. S. Hammer, O. L. Hammer, R. E. Wash, M. L. Bixler, C. M. Vanhorn, F. W. Baird, M. Kelleher, J. H. Crellin, W. H. Rose, W. J. Sparham, W. J. Morris, F. G. Stewart, J. M. Speers, J. H. Paulins, G. Anderson, F. E. Stine, J. L. Sneddes, F. W. Snyder, W. W. Cochrane, C. Olson, H. S. Hudson, F. Cans, N. S. Tedrow, C. Jackson, F. M. Barlow, S. D. Lown, W. Zerwick, Geo. Brislen, Anthony Hogan, I. J. Scanlon, Fred. A. Horne, Charlie McSteuer, R. Starkey, O. A. Elliott, H. C. Duea, J. E. Davis, J. Bellaire.

The following telegram was received at the close of the meeting:

WEST PHILADELPHIA, PA., July 11, 1888.

Mort. Bizler, Esq., Des Moines, Iowa:

Enterprise Lodge No. 75 sends compliments and congratulations to your meeting to-day. J. J. Hanahan is here and has just organized Lodge No. 322 and the good work still goes on.

A. S. GROFF,
H. WALTON.

The arrangements were highly creditable to the Order and the members of Confidence Lodge were complimented on every hand. The meetings were eminently successful and evoked universal praise and commendation. The loss of our note book and memoranda will prevent us from giving further details of the meeting.

Amusements.

ALBINA OREGON.

We clip the following account of the ball of J. B. Maynard Lodge, No. 193 from the Evening Telegram: "The second annual ball of J. B. Maynard Lodge No. 193, Brotherhood of Locomotive Firemen, was given at Hall & Stotts' hall last evening. The number present was variously estimated at from eighty to ninety couples, and a more enjoyable or better-arranged ball was never given in this city. Not the slightest thing occurred during the exercises to mar the enjoyment of any lady or gentleman present. The music, which was excellent, was furnished by Prof. Parrott's orchestra. The committee of arrangements are entitled to great praise for the entire success of the entertainment."

Resolutions.

DENVER, COLO., May 31, 1886.

WHEREAS, We have received from Mattie, Louis and Frankie Desmond, children of our worthy Master, a fine water service: Therefore be it

Resolved, That the heartfelt thanks of this Lodge be tendered to Mattie, Louis and Frankie Desmond for their interest in our Lodge.

Resolved, That a copy of these resolutions be sent to Mattie, Louis and Frankie Desmond, also be spread on the minutes of this meeting.

Resolved, That these resolutions be sent to the Magazine for publication.

HENRY S. HINMAN,
R. M. HUNTINGTON,
GEO. M. WILSON, } *Committee.*

MEMPHIS, TENN., March 11, 1886.

At a regular meeting of Bluff City Lodge No. 55, held March 11th, the following preamble and resolutions were adopted:

WHEREAS, It has pleased the all wise Ruler of the Universe to remove from our midst our respected brother, C. A. Davis; therefore be it

Resolved, That by his death the Brotherhood has lost a warm advocate of its principles, his mother a loving and dutiful son.

Resolved, That as a token of esteem to the memory of our deceased brother, we drape our charter in mourning for the space of sixty days, and forward a copy of these resolutions to the Magazine for publication.

JACOB SELLERS,
GEO. ZAHN,
JACOB FUCHS, } *Committee.*

STRATFORD, ONT., June 20, 1886.

At a regular meeting of Avon Lodge No. 38, the following resolutions were unanimously adopted:

WHEREAS, This Lodge has been made the recipient of a purse of Forty Dollars, donated by the ladies of Good Endeavor Lodge, of the L. S., B. of L. F.; therefore, be it

Resolved, That the thanks and well wishes of the members of this Lodge be extended to the fair donors for the great interest they have displayed on this and former occasions. We trust the bonds of fraternal love will ever continue an incentive to us to work together in perfect harmony.

BEN YAPP,
JNO. MITCHEL,
JNO. BATLEY, } *Committee.*

CRESTON, IA., May 10, 1886.

At a regular meeting of Advance Lodge No. 101, B. of L. F., held in their hall May 10th, 1886, the following preamble and resolutions were unanimously adopted:

WHEREAS, Advance Lodge No. 101 has been made the recipient of a beautiful and appropriate chair cover from our friend Mrs. N. P. Collins, therefore, be it

Resolved, That the thanks of this Lodge be tendered Mrs. Collins for this beautiful present, and we hope as members of this Brotherhood that we may so conduct ourselves that we may always merit the approbation of our friend.

J. W. NIPPLE,
F. A. NEELY,
J. F. BRYAN, } *Committee.*

SPRINGFIELD, MASS., April 20, 1886.

At a regular meeting of Hamden Lodge No. 307, B. of L. F., held April 18th, the Lodge was agreeably surprised on being presented with two beautiful gavels and banners on which was inscribed the name and number of our Lodge, and the following resolutions were adopted:

Resolved, That we tender our sincere thanks to Bro. Stuart and wife for the pains they have taken in making us such elegant and valuable gifts and which are duly appreciated by the members of No. 307.

Resolved, That a copy of these resolutions be sent to Bro. Stuart and wife, and also that they be published in the Magazine.

G. A. SEYMOUR,
F. H. CHILD,
W. M. BUTLER, } *Committee.*

CORNICANA, TEXAS, May 25, 1886.

At a regular meeting of Magnolia Lodge No. 226, held Sunday, May 23, the following resolutions were adopted:

WHEREAS, The members of Magnolia Lodge, No. 226, were the recipients of a beautiful silk banner, presented to them by Mrs. Nicol and Mr. W. H. Nicol, the mother and brother of our worthy Secretary and Financier, Bro. W. W. Nicol.

Resolved, That we extend to Mrs. Nicol and Mr. W. H. Nicol, our sincere thanks for this beautiful gift, and that we shall always appreciate their esteem and kindness.

Resolved, That a copy of these resolutions be presented to Mrs. Nicol and Mr. W. H. Nicol, that they also be spread upon the minutes of our Lodge, and sent to the Magazine for publication.

L. C. OVERHISER,
H. C. REDDEN,
R. C. GRUBBS, } *Committee.*

HAMILTON, ONT., May 15, 1886.

At the last regular meeting of Maple Leaf Lodge No. 151, the following resolutions were unanimously adopted:

Resolved, That the sincere thanks of this Lodge are due and are hereby extended to Miss J. Hunter, sister of our worthy Bro. W. Hunter, for the handsome banner which she so kindly painted and presented to this Lodge as a token of her appreciation and friendly feeling for the B. of L. F.

Resolved, That we fully appreciate this kind gift, and will ever keep it in grateful remembrance of the donor and her esteemed brother.

Resolved, That a copy of these resolutions be sent to Miss J. Hunter, and also that they be sent to the Magazine for publication.

JOHN MCCOLL,
JAMES REID,
SIDNEY ROBERTS, } *Committee.*

CRESTON, IA., May 17, 1886.

At a regular meeting of Advance Lodge No. 101, the following resolutions were adopted:

Resolved, That in the death of our brother, Wm. Parkhill, Advance Lodge has lost a noble brother, the community an honorable citizen, and his family an affectionate husband and a devoted father.

Resolved, That we extend to the family of our deceased brother our deepest sympathy in this their hour of bereavement.

Resolved, That as a mark of our respect for his memory our charter be draped in mourning for the space of thirty days.

Resolved, That a copy of these resolutions be forwarded to the family of the deceased, and that they be spread upon the minutes of this Lodge, also published in the Locomotive Firemen's Magazine and the Daily Gazette.

C. C. SUTHERLAND,
A. E. FINLEY,
M. A. GROSVENOR, } *Committee.*

HUNTINGTON, W. VA., May 25, 1886.

At a regular meeting of Ohio River Lodge No. 294, B. of L. F., held Thursday, May 20th, the following resolutions were unanimously adopted:

WHEREAS, The members of Ohio River Lodge have been the recipients of a very handsome motto with the design of a rose bush encircled by the letters "B. of L. F." artistically worked thereon, and set in a handsome walnut frame, presented to them by Mrs. Lucie Pfeifer; therefore, be it

Resolved, That we tender our sincere thanks to Mrs. Pfeifer for the pains she has taken in making us such an elegant and valuable present which is duly appreciated by the members of No. 294.

Resolved, That a copy of these resolutions be sent to Mrs. Lucie Pfeifer, and also to the Locomotive Firemen's Magazine for publication.

E. A. T. WATKINS,
J. D. TERRELL,
J. L. WILLIAMSON, } *Committee.*

ONEONTA, N. Y. May 25, 1886.

At a regular meeting of Susquehanna Lodge, No. 71, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased the All-wise Ruler of the universe in His infinite wisdom to call from our midst our esteemed brother, James Gleason; Therefore, be it

Resolved, That in the death of Bro. Gleason, his associates have lost a dear friend, the family a devoted husband and father and the community one of the most upright and honored citizens.

Resolved, That we tender to the loved ones around the darkened circle the assurance of our sincere and heartfelt sympathy.

Resolved, That as a token of respect for our late brother, our charter be draped in mourning for the space of thirty days and a copy of these resolutions be sent to our deceased brother's family and they be published in our Magazine.

J. E. RYAN,
IRVING BAKER, } Committee.
GEORGE BOUCK,

LARAMIE, WYO., June 18, 1886.

At a regular meeting of Black Hills Lodge No. 86, B. of L. F., the following resolutions were adopted:

WHEREAS, Black Hills Lodge No. 86, B. of L. F., has lost a worthy and esteemed brother, who was taken from our midst by an accident, in the discharge of his duty, be it

Resolved, That in losing Bro. John Connor, we have met with a loss which has cast his brothers of No. 86 in the deepest of sorrow; and be it further

Resolved, That this Lodge drape its charter for thirty days in respect for our deceased brother; and be it further

Resolved, That this Lodge offer their condolence and sympathy to the bereaved wife and children who are widowed and orphaned through the great loss they have met with; be it further

Resolved, That a copy of the foregoing resolutions be entered on our minutes, and be published in the Magazine of the B. of L. F., and one be presented to the bereaved family of the deceased.

C. BROOKS,
C. J. KLEIMANN, } Committee.
W. ROTH,

BUFFALO, N. Y., June 30, 1886.

At a meeting of Buffalo Lodge No. 12, the following resolutions were adopted:

WHEREAS, It has pleased an all wise Providence to again invade our ranks and take from our midst our beloved comrade, Bro. Charles Raynor, therefore, be it

Resolved, That in his sudden and most terrible death, the Brotherhood of Locomotive Firemen has lost a member whose decease creates a void which will be keenly felt—a man whose memory will be kept green by his late associates, and that the family of the deceased have lost a kind, affectionate and dutiful son and brother.

Resolved, That to the family we extend our condolence and sincere sympathy in this, their sad affliction.

Resolved, That a copy of these resolutions be transmitted to the family of the deceased, and be inscribed in our minutes, and published in our Magazine.

HENRY M. DIRKSON,
E. R. BREWER, } Committee.
MAT. EGAN,

MICHIGAN CITY, IND., June 21, 1886.

At a regular meeting of Harbor City Lodge No. 300, the following resolutions were adopted:

WHEREAS, It is with heartfelt sorrow and regret we are called upon to announce the death of Bro. Frank Trask, who died of consumption at his home in Fort Jackson, N. Y., May 24th, therefore, be it

Resolved, That by the death of Bro. Trask, his wife loses a true and loving husband, his parents a faithful son, and our Brotherhood a noble and worthy member whose sterling qualities will long be remembered.

Resolved, That we extend to his wife and relatives

our sincere sympathy in their bereavement, and to all who cared for him during sickness and death our tenderest thanks.

Resolved, That our charter be draped in mourning for thirty days, and a copy of the above resolutions sent his wife and parents.

WM. H. ROE,
WM. H. HEURE, } Committee.
A. S. HEWITT,

PHILADELPHIA, PA., July 11, 1886.

At a regular stated meeting of Lafayette Lodge No. 283, held July 11th, the following resolutions were adopted:

WHEREAS, It is with feelings of heartfelt sorrow that we are called upon to announce the death of Bro. William Smith, who died June 22d; therefore, be it

Resolved, That by the death of Bro. Smith, his wife loses a kind and loving husband, his children a devoted father, and our Brotherhood a worthy and efficient member, whose moral and social standing shall long be remembered by us.

Resolved, That we extend to his bereaved wife and family our sympathies in this, their sad hour of affliction.

Resolved, That as a token of esteem to the memory of our deceased brother, we drape our chart and charter in mourning for the space of thirty days.

Resolved, That a copy of these resolutions be presented to his bereaved wife, spread on our minutes, and published in the Magazine.

WM. J. WILKINSON,
JAS. M. GALLAGHER, } Committee.
M. DELANEY,

SHOSHONE, IDAHO, June 3, 1886.

At a regular meeting of Re-echo Lodge, No. 195, held May 20, the following preamble and resolutions were adopted:

WHEREAS, The ladies of Shoshone, Idaho, have in many ways shown us tokens of friendship, by presenting us with articles to ornament our Lodge room, also by their visit and a supper prepared for us. Therefore, be it

Resolved, That we hereby tender a vote of thanks to the following ladies for the invitation and supper so kindly prepared for us by them, and also for their visit to Lodge room on May 13, 1886, viz: Mrs. Best, Mrs. Woffington, Mrs. Hess, Mrs. Mitchell, Mrs. Hill, Mrs. Williams, Mrs. Mulhern, Mrs. Chrisman, Mrs. Goss and Mrs. Sutter, by whom the supper was prepared. And we especially thank Mrs. Best, who so kindly permitted the use of her residence for the generous purposes of the ladies mentioned above.

Resolved, That a copy of these resolutions be forwarded to the Magazine for publication, and that they be entered on the minutes of this meeting.

J. D. MITCHELL,
D. M. HILL, } Committee.
S. HESS,

CENTRALIA, ILL., May 9, 1886.

At a special meeting of New Hope Lodge No. 37, B. of L. F., held to-day, the following preamble and resolutions were adopted:

WHEREAS, The Grand Master of the universe has removed by death, Brother J. M. Tierney, therefore be it

Resolved, That by the death of Brother Tierney this Lodge loses a faithful and efficient member; and Resolved, That by his activity and zeal in his efforts for the good and welfare of this Lodge, he became unusually endeared to us; and

Resolved, That we extend our heartfelt sympathy to his grief-stricken family and friends.

Resolved, That this Lodge extend a vote of thanks to the members of the sister Lodges who assisted in the funeral services of our deceased brother.

Resolved, That as a tribute of respect to the memory of our deceased brother, we drape our charter in mourning for the space of thirty days, and that a copy of these resolutions be forwarded to the bereaved family, and the Magazine for publication.

SUMPTER HALL,
W. M. BEHRING, } Committee.
T. WILDERSON,

BUFFALO, N. Y., May 29, 1886.

At a regular meeting of Buffalo Lodge No. 12, held May 18th, the following resolutions were adopted:

WHEREAS, Our Lodge has been presented with a beautiful picture, nicely framed, representing a floral locomotive, by our very much esteemed friends, Mrs. F. H. Coe and Mrs. A. L. Jacobs, therefore, be it

Resolved, That the members of this Lodge regard the gift as a mark of great appreciation in which our noble Brotherhood is held by these very kind ladies, who are always endeavoring to help us in our noble work.

Resolved, That we extend to Mrs. F. H. Coe and Mrs. A. L. Jacobs, our sincere thanks for the kind remembrance received at their hands, and the kindly interest they have shown in our welfare.

Resolved, That a copy of these resolutions be spread upon the records of this Lodge, and sent Mrs. F. H. Coe and Mrs. A. L. Jacobs, and published in our Magazine.

W. J. TOUGH,
D. H. WILLIAMSON, } *Committee.*
I. H. CROSSMAN,

INDIANAPOLIS, IND., April 13, 1886.

At a regular meeting of Eureka Lodge No. 14, B. of L. F., the following resolutions were unanimously adopted:

Resolved, That our thanks are due and are hereby tendered to Mr. J. J. Turner, Superintendent of the C., St. L. & P. R. R. for numerous favors received at his hands during the burial of our late brother, Charles H. Scribner, of Good Will Lodge No. 52.

Resolved, That in furnishing us with a special train to convey the remains, together with the fraternity, to Logansport is a favor which we shall ever remember.

Resolved, That we tender our thanks to Mr. Sherman May, Train Master of the Third and Fifth Divisions.

Resolved, That we tender our thanks to Mr. J. W. Green, Train Master of the First Division, for many favors shown us.

Resolved, That we tender our thanks to Mr. W. C. Arp, General Foreman, for assisting us in our arrangements.

Resolved, That we tender our thanks to Mr. Albert Wood, engineer, and Mr. Albert Webb, fireman, for tendering their services free of charge.

Resolved, That we tender our thanks to the officers and members of No. 52 for courtesies shown us while in attendance at the above funeral.

Wm. P. MCBRIDE,
H. C. RANDALL, } *Committee.*
Wm. LINDEMAN,

SPRINGFIELD, ILL., April 15, 1886.

At a special meeting of Capital Lodge No. 46, B. of L. F., the following resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler of the Universe to remove from us by death our esteemed brother, G. A. Vandallen, who was killed near Chicago Junction, Ohio, on the B. & O. R. R. on January 29th.

WHEREAS, Capital Lodge No. 46 has lost a most faithful and esteemed member, his wife a beloved husband, his brother an affectionate brother, therefore be it

Resolved, That this Lodge extends to his bereaved wife and brother, in this sad hour, its heartfelt sympathy, and let all remember the Father above who ordereth all things, and so live that we may be always prepared to do His bidding.

Resolved, That this Lodge extends a vote of thanks to the brothers of No. 293, and also to the brothers of No. 36, for assistance rendered in laying our deceased brother to rest.

Resolved, That the charter of our Lodge be draped for the space of thirty days as a token of respect to our departed brother, and that a copy of these resolutions be presented to his bereaved wife and brother, and that they be spread on the minutes of the meeting and published in our Magazine.

JOHN DORSEY,
J. H. WEBB, } *Committee.*
ROBERT TOBAN,

INDIANAPOLIS, IND., May 25, 1886.

At a regular meeting of Eureka Lodge, No. 14, B. of L. F., the following resolutions were unanimously adopted:

Resolved, That our thanks are due and are hereby tendered to Mr. Wilson, Superintendent of the I. B. & W. Ry. for the special train and other favors received from him by the members of this Lodge, at the funeral of our late brother C. J. Hutson, killed in a railroad accident at New Castle, May 12.

Resolved, That a copy of these resolutions be sent to Mr. Wilson and be published in the Locomotive Firemen's Magazine.

W. P. MCBRIDE, } *Committee.*
F. B. ALLEY,
E. LENDORMI,

MEMPHIS, TENN., June 20, 1886.

At a regular meeting of Bluff City Lodge No. 55, held June 10th, the following resolutions were adopted:

WHEREAS, It having pleased our Heavenly Father in His infinite wisdom to call from our midst our esteemed brother Michael J. Griffin, who was killed in a railroad accident at Humboldt, Tenn., on the night of June 2d,

Resolved, That the sympathy of our Lodge be and is hereby extended to his sorrowing widowed mother, brother, sister and relatives.

Resolved, That by the death of Bro. Michael J. Griffin, his mother has lost a loving son, the Brotherhood a valuable member and his fellow firemen a true and sympathetic friend.

Resolved, That the members of Bluff City Lodge No. 55, extend many thanks to the following named young ladies at Humboldt, Tenn.: Miss Mamie McGuire, Miss Jennie Russell, Miss Mollie Russell and Miss Lizzie Donovan, who so kindly assisted us in caring for Bro. Griffin, also many sincere thanks to Miss Mamie McGuire for the beautiful flowers she placed upon the coffin of our beloved brother.

Resolved, That while we recognize the supremacy of and bow submissively to the all wise Providence, it is with regret that we part with Bro. Griffin.

Resolved, That as a token of respect and esteem for our departed brother, our charter be draped in mourning for thirty days.

E. RINGWALD, } *Committee.*
J. WAGNER,
P. RINGWALD,

LOGANSFORT, IND., July 11, 1886.

At a regular meeting of Good Will Lodge No. 52 the following resolutions were adopted:

WHEREAS, It has pleased the Supreme Ruler of the Universe to remove from our midst Bros. Geo. W. Burk and Geo. P. Chord, and

WHEREAS, We feel it a duty devolving upon us to manifest our sorrow for the loss of the brothers, whose memory will ever be dear to the hearts of the B. of L. F.; therefore, be it

Resolved, That we condole with the relatives and friends of the deceased brothers, and extend to them our heartfelt sympathy on this sorrowful occasion, assuring them that they were honored and loved as men and brothers by their fellow-firemen.

Resolved, That we drape our charter in mourning for the space of thirty days, and that these resolutions be printed in our Magazine.

Resolved, That we tender a vote of thanks to the Rev. J. H. Ford, of New Castle, for his kind and tender sympathy, and may the blessing of God be with him always.

Resolved, That we tender a vote of thanks to the Rev. Norton, of Logansport, for his kind and sympathetic remarks to the Brotherhood, and may God's blessing rest with him and his family.

Resolved, That we acknowledge our sincere thanks to the officers of the various departments of the C., St. L. & P., for the funeral train furnished us to New Castle, and other courtesies extended on the occasion of Bro. G. W. Burk's funeral.

E. H. LAING, } *Committee.*
E. J. CARROLL,
ARTHUR KNILL,

ROODHOUSE, ILL., June 8, 1886.

At a regular meeting of J. M. Dodge Lodge No. 79, B. of L. F., the following resolutions were adopted:

WHEREAS, It has pleased the Allwise Ruler of the Universe to remove from our midst, suddenly, by a railroad accident, May 23d, our beloved brother, Pres. Mundy, who was a trustworthy man and brother; therefore, be it

Resolved, That by his death the Brotherhood has lost a warm friend and true member of the Order and his wife a kind and loving husband, and his parents a dutiful son.

Resolved, As a token of love and respect, the charter of the Lodge be draped in mourning for thirty days.

Resolved, That we tender our most heartfelt sympathy to his bereaved wife, parents and relatives.

Resolved, That we extend our thanks to West End Lodge No. 18, Slater, Mo., for courtesies shown to our deceased brother.

Resolved, That a vote of thanks be extended to the C. & A. R. R. officials for favors shown in the hour of affliction.

Resolved, That a copy of these resolutions be published in our Magazine, and also a copy be presented to his wife and parents.

J. HYNDMAN,
J. CLOUGH,
J. TRIPLETT, } *Committee.*

CHARLESTON, ILL., June 1, 1886.

At a special meeting of Little Giant Lodge No. 187, B. of L. F., the following sentiments of bereavement in behalf of our late brother, Henry T. Lyons, were expressed:

WHEREAS, Almighty God, in His infinite wisdom, has seen fit to take from us our esteemed brother, thereby reminding us of the uncertainty of life, be it therefore

Resolved, That in the death of Bro. Lyons, Little Giant Lodge No. 187 has lost a staunch supporter and an ardent lover of our Order, and having endeared himself to us all, as a token of our respect and esteem, be it

Resolved, That while we bow submissively to the Allwise Providence, it is with sincere regret that we part with our late brother, "and mourn with those that mourn."

Resolved, That this Lodge, through love for our departed brother, extend to his sorrowing family and friends its most sincere and heartfelt sympathy in this, their hour of affliction, and commend them to Him who gives peace to all.

Resolved, That as a token of respect and esteem, our charter be draped in mourning for thirty days, and a copy of these resolutions be presented to the family of our late brother; also, sent to the Magazine for publication, and that they be spread on the minutes of this meeting, and that a vote of thanks be tendered the members of Beacon Lodge No. 111, also to members of the Charleston Fire Department for their kindness and assistance during his illness and funeral.

HARRY DOUGLASS,
C. L. PUGH,
GEO. W. FULLER, } *Committee.*

HORNELLVILLE, N. Y., June 21, 1886.

At a regular meeting of H. G. Brooks Lodge, No. 169, the following resolutions were adopted:

WHEREAS, The members of this Lodge are called upon, for the first time, to drape their charter in mourning, it having pleased an all-wise Providence to remove from our midst our worthy brother, Henry Lovshay, who died at his home, on June 13th, therefore be it

Resolved, That in the death of Bro. Lovshay we have lost a worthy member and the railroad company a faithful fireman, and we, his brothers and immediate associates, a warm and faithful friend, and while we bow in humble submission to the will of the Supreme Master, we none the less mourn the loss of our worthy brother, who was taken from us in the prime of life.

Resolved, That we tender to the bereaved family our heartfelt sympathy, knowing full well how inadequate are words to lessen the desolation of an aching heart.

Resolved, That, as a token of respect and esteem for our departed brother, our charter be draped in mourning for thirty days and that these resolutions be published in the Firemen's Magazine, also in the daily papers of Hornellsville.

Resolved, That our heartfelt thanks be returned to the officials of the G. I. & S. R. R. for favors received, and especially to Mr. Perry L. Sinclair, of the Superintendent's office, at Sayre, Pa., and Mr. A. Sealey, for courtesies extended at Spencer, N. Y.; also to E. S. Willet, M. N. Holly and sister and others for services rendered at the funeral.

GEORGE WATSON,
JOHN BERNARD,
L. P. MEEKS, } *Committee.*

GARRET, IND., May 27, 1886.

At a regular meeting of Garfield Lodge No. 213, held May 21, the following resolutions were adopted:

WHEREAS, It has pleased our Divine Master to remove from our midst Bro. John P. Coates, who was killed in an accident on the night of May 14, therefore be it

Resolved, That in the death of Bro. Coates, the Brotherhood has lost a true and faithful member and the railroad company a steady, and trustworthy employee.

Resolved, That we extend to the bereaved family our sympathy in their sore affliction.

Resolved, That as a token of respect to our deceased brother, our charter be draped in mourning for the space of sixty days and a copy of these resolutions be presented to his wife, published in the Garrett papers, and a copy sent to the Magazine for publication.

Resolved, That a vote of thanks be tendered to the brothers of Smoky City Lodge No. 219, and Central Ohio Lodge No. 290, for their many acts of kindness and the help given to us while attending the funeral of our deceased brother.

WILL A. REID,
JNO. H. RENEMAN,
HARRY COPENHAVER,
LEWIS E. PARKER,
HARVEY BRADFORD, } *Committee.*

CEDAR RAPIDS, IOWA, April 25, 1886.

At a special meeting of Hawkeye Lodge No. 27, held April 25, the following resolutions were unanimously adopted:

WHEREAS, It has pleased the Grand Master of the universe in His infinite wisdom, to remove from our midst so suddenly, our beloved and respected friend, Levi Pledlau; Therefore be it

Resolved, That by his death the Brotherhood of Locomotive Firemen has lost a true and earnest advocate of its principles, his acquaintances one whom, for his many virtues, they all admired, and his wife and children a loving and faithful husband and father.

Resolved, That we extend to his widow and family our heartfelt sympathy in this their sad bereavement, and commend them to Him who alone can heal the heart's deepest sorrow.

Resolved, That a vote of thanks be tendered to W. S. Davis, of Emmet Lodge No. 288 for services rendered at the funeral.

Resolved, That we drape our charter in mourning for the space of thirty days and that a copy of these resolutions be sent to the family of the deceased, that they also be spread upon the minutes of this Lodge and published in our Magazine.

S. D. BYERS,
W. H. McMULLEN,
G. W. GREENWOOD, } *Committee.*

NORTH PLATTE, NEB., April 7, 1886.

At a meeting of Elkhorn Lodge No. 28, B. of L. F., held at Masonic hall on Wednesday evening, April 7, 1886, the following resolutions were adopted:

WHEREAS, Our worthy and highly esteemed brother, Patrick Bohon, was suddenly taken from our midst by death, caused by his engine turning over while he was in the discharge of his duty as fireman, on the morning of March 20, therefore be it

Resolved, That we deeply deplore the calamity that has overtaken and cut down our brother in the bloom of manhood: that we extend to his brothers and sisters our heartfelt sympathy in the sorrow they are called upon to bear, assuring them that his name will ever be cherished in kind remembrance by the brothers of Elkhorn Lodge.

Resolved, That as a token of esteem to the memory of our deceased brother we drape our charter in mourning for the space of thirty days.

Resolved, That we extend our thanks to our M. M., Mr. F. Reardon, for procuring transportation for all to attend the funeral of our deceased brother.

Resolved, That a copy of these resolutions be sent to the brothers and sisters of the deceased, spread upon our records, and a copy sent to the Locomotive Firemen's Magazine and to the North Platte city papers for publication.

A. COFFENBERGER, P. H. SULLIVAN, W. A. THOMPSON, JOS. FULTON, A. STRUTHERS,	} Committee.
---	--------------

EAGLE ROCK, IDAHO, May 25, 1886,

At a regular meeting of Clark-Kimball Lodge No. 113, held May 20th, the following resolutions were adopted.

WHEREAS, It has pleased the Almighty Ruler of the universe to remove from our midst our esteemed Brother Azra Keach, who died at the U. P. R. R. Co's hospital at Ogden, Utah, on the 17th of May, 1886, therefore be it

Resolved, That by the death of Bro. Keach, this Lodge loses a friend and member who was always active in his efforts for the good and welfare of his Lodge, his wife a beloved husband, his children a loving father.

Resolved, That we extend our heartfelt sympathy to his grief stricken family.

Resolved, That we extend a vote of thanks to Mrs. Frey and Mrs. Richens for kind assistance shown us, and to Mr. C. S. Smith, our general foreman, for favors extended, in connection with the funeral. Be it further

Resolved, That while we bow in humble submission to God's will, we hope to so conduct ourselves that when we are called to that home above we may be prepared to render our accounts.

Death is to-day the same
As when to earth he came,
Mocking at grief and pain,
Cruel, defying.

Moving with noiseless tread,
Guarding affliction's bed,
Laughing when tears were shed
Over the dying.

Resolved, That as a tribute of respect to the memory of our deceased brother, we drape our charter in mourning for the space of thirty days; that a copy of these resolutions be entered upon the minutes of this meeting and a copy forwarded to the bereaved family; and that they be published in our Magazine.

JOHN GORMAN ELLISWORTH FRYMAN, GEORGE L. ORMAN.	} Committee.
---	--------------

MARSHALLTOWN, IOWA, April, 6, 1886.

At a special meeting of Guide Lodge, No. 125, B. of L. F., March 24th, the following resolutions were adopted:

Inasmuch as our Lodge circle has been broken by the unbidden visit of the angel of death and we are made to mourn the loss of our most worthy Bro. Chas. A. Platt, who died from injuries received by the explosion of a can of benzine, on the night of March 18th, while performing his duties as hostler at Lyle, Minn., on the C. I. Ry. Therefore be it

Resolved, That by the death of Bro. Platt, his family have lost a loving husband and a dutiful father, the Brotherhood a most worthy member and the C. I. Ry company one of its most faithful employees.

Resolved, That we, the members of Guide Lodge, No. 125, B. of L. F., extend to his bereaved wife and little ones in this their sad hours of affliction our heartfelt sympathy for the loss of one so near and dear to them, and may look for consolation to Him who doeth all things well.

Resolved, That we extend our thanks to the neighbors for their kindness during his illness and death, and to the Baptist Association of this city for their kind assistance during the funeral obsequies.

Resolved, That as a token of respect and esteem for our deceased Brother, we drape our charter and chart in mourning for the space of thirty days, and that a copy of these resolutions be presented to the family of the deceased, and that we have them published in our Magazine and city papers.

S. C. COOK, J. BARNHILL, F. W. SNYDER,	} Committee.
--	--------------

GALESBURG, ILL., April 16, 1886.

At a sociable held in Engineers' Hall Friday, April 9, Progress Lodge No. 105, B. of L. F., was made the recipient of a most beautiful banner, of which the members are justly proud, from the fair hand of Miss Mattie Alexander, of Quincy, Ill., one of the many ladies of our locality who has always shown a sisterly feeling toward our Lodge. The banner is made of black velvet front, upon which is painted the initials of our Order, "B. of L. F.," in raised gold letters, under which appears our motto, "Benevolence, Sobriety and Industry," and still below "Progress Lodge No. 105," all nicely decorated with scroll work and flowers also in gold. The back is of old gold satin and over the top and down the sides pends a chain, the ends of which are decorated with handsome gold tassels, making in all one of the most beautiful banners in the eyes of the members of this Lodge that is carried in the grand procession marching under the initials "B. of L. F."

At a regular meeting of the above Lodge the following resolutions were unanimously adopted:

WHEREAS, Miss Mattie Alexander, of Quincy, sister of our worthy conductor, Bro. Geo. Alexander, has presented to said Lodge a beautiful banner, be it

Resolved, That we, the officers and members of Progress Lodge, return our sincere thanks to her for this handsome present, and that we hope at some future time to be able to show in a more substantial manner our full approbation of this generous gift.

S. D. LOWE, R. H. LACY, T. E. CREEN, A. J. SUMNER, J. C. HERRON,	} Committee.
--	--------------

SCHENECTADY, N. Y., March 28, 1886.

At a special meeting of 18-K Lodge No. 210, held March 15, the following preamble and resolutions were adopted:

WHEREAS, For the first time in the history of this Lodge it has pleased the Supreme Master to remove from our midst an esteemed and beloved brother, Clarence C. Chase.

WHEREAS, Bro. Chase was taken from us suddenly and in the prime of life, therefore be it

Resolved, That by the death of our deceased brother the B. of L. F. loses a staunch supporter of its principles, this Lodge one of its best members, his aunt and brothers a loving nephew and brother.

Resolved, That while we deeply mourn the sudden death and deplore his sufferings, which have deprived us of the companionship of a good hearted brother, we have consolation in knowing that earthly loss is eternal gain, and we hope he is now reaping a rich harvest with the faithful and just; and be it further

Resolved, That we tender the members of the bereaved family our most sincere and heartfelt sympathy; knowing well how inadequate are our words to lessen the grief of their aching hearts, we earnestly wish it were in our power to bear a part of the grief and anguish of the bereaved ones.

Resolved, That we assure the brothers and other relatives of Bro. Chase that he was dearly beloved and

highly esteemed by all the remaining brothers of this Lodge.

Resolved, That as a just tribute to the memory of our departed brother, we drape our charter in mourning for the space of sixty days.

Resolved, That a copy of these resolutions be presented to the bereaved family of our departed brother and that a copy be published in each of our daily papers and our Magazine.

T. SMITH,
H. EYGNOR,
J. E. VAN VRANKEN, } Committee.

FITCHBURG, MASS., April 25, 1886.

At a special meeting of W. A. Foster Lodge, No. 218, held this day, the following resolutions were unanimously adopted:

WHEREAS, It is with sincere and heartfelt sorrow, we are called upon to announce the death of our esteemed friend, and brother, Herbert P. Littlejohn, who lost his life from the severe injuries he received, on the evening of Wednesday, April 7th, in one of the most terrible and severe railroad accidents, ever known to us. Therefore, be it

Resolved, That in the death of Herbert P. Littlejohn, we have lost a kind and true friend and a noble brother, his wife a loving and kind husband, his mother and father a dutiful son, and the Fitchburg railroad one of their most trustworthy engineers, one who was ever ready in the performance of his duties, pleasant, cheerful, loved and respected by all who knew him.

Resolved, That nothing could have happened in our midst, that would have caused more sorrow in our hearts, than has the death of Brother Herbert P. Littlejohn.

Resolved, That we extend to his wife, mother, father, brother, sisters and relatives, our sincere sympathy with them, in this sad bereavement, brought so suddenly upon them. We know not how soon our time will come, but we are sure, if we turn to our Heavenly Father, and put our trust in Him, we shall in the end meet "Herbert" on that bright and beautiful shore.

Resolved, That these words are very poor and weak, beside what our hearts would have them, but we hope they will express a portion of our great love and esteem for him.

Resolved, That copies of these resolutions, with the seal of the Lodge, be sent to his wife, parents and brother, also that they be published in the daily papers of North Adams and Fitchburg, also in our Magazine, and also spread in full upon the minutes of this meeting.

HARRY C. CLEVELAND,
WILLIAM E. TAYLOR,
FRED S. MOORE, } Committee.

PARSONS, KAN., April 28, 1886.

At a regular meeting of Great Western Lodge No. 24, B. of L. F., held at their hall on Wednesday, April 28, the following resolutions were unanimously adopted:

Resolved, That our kindest wishes are hereby expressed to Mayor A. O. Brown, who so gladly welcomed members of the union meeting to Parsons.

Resolved, That we cordially extend thanks to Rev. H. A. Tucker, who so kindly opened public union meeting with prayer.

Resolved, That our warmest regards be tendered to Hon. Angell Mathewson, who so ably addressed the large audience in honor of the Grand Lodge officers and members present, at the public meeting.

Resolved, That we extend the heartiest of thanks to the following gentlemen who represented the labor organizations of Parsons, at the Opera House, during exercises of public union meeting: Chas. H. Howlett, B. of L. E., A. Foreman, B. of R. R. B.; W. L. Buchanan, K. of L.; J. D. Brennan, I. M. W.

Resolved, That in happy accord with the best wishes of the citizens of Parsons and vicinity, we offer our heartfelt thanks for the grand ovation given in honor of our Grand Lodge officials and visiting brothers, on the evening of the union meeting, and to the ladies present we bow in humble thanks for

their kindness in cheering us with their glad some presence.

Resolved, That we extend to Neosho Valley Lodge No. 17, B. of R. R. B., our sincerest wishes for their unbounded prosperity, for their kindness in allowing us the use of their pleasant hall on their meeting day.

Resolved, That in return for many and kind favors received at their hands, we thank Master Mechanic T. G. Newell, General Foreman C. W. Weller, Foreman Al. Mathis, and Supt. J. J. Frey, of Sedalia, Mo.

Resolved, That a copy of these resolutions be placed on file, and that we extend same to the Locomotive Firemen's Magazine for publication.

CHAS. T. PEPPER,
GEO. B. MECK,
CHAS. W. MAIER, } Committee.

PROVIDENCE, R. I., May 1, 1886.

At a regular meeting of Hand-in-Hand Lodge, No. 2, B. of L. F., held April 12, the following resolutions upon the death of our late Brother, Ernest H. Turner, were adopted:

WHEREAS, The members of this Lodge have been deprived by death in an accident, by the overturning of his engine, of one of our beloved brothers. Therefore, be it

Resolved, That while we bow in submission to the will of the overruling Providence, we are deeply conscious of the loss that we have sustained by the death of our late Brother, and we realize that the B. of L. F. has lost an honorable and esteemed member, and the sorrowing wife a kind and loving husband, the parents a dutiful son and society a good and useful member.

Resolved, That the most sincere sympathy of the Lodge be, and is hereby tendered, to the bereaved widow and parents upon whom the affliction falls so heavily. We hope they will bear bravely the sacrifice they have been called upon to make, in giving up the object of their devotion and love.

Resolved, That the thanks of Hand-in-Hand Lodge, No. 2, be, and are hereby tendered, to the Officers and Brothers of Bay State Lodge, No. 73, and Boston Lodge, No. 57, for their attendance and also for flowers at the funeral of our late Brother.

Resolved, That the thanks of Hand-in-Hand Lodge, No. 2, be, and are hereby tendered, to the Officers and members of Providence Div. No. 151, O. of R. C. Also to Officers and members of Providence Div. No. 66, B. of R. R. B., for their attendance and also for flowers at the funeral of our late Brother.

Resolved, That the thanks of Hand-in-Hand Lodge, No. 2, be, and are hereby tendered, to Mr. W. E. Chamberlain, Supt., and the officers and employees of the P. & W. R. R. for the favors that were shown to our late brother during his sickness and for the use of trains for us to attend the funeral of our late brother.

Resolved, That as a token of respect and esteem to our departed brother, our charter be draped for the space of sixty days, and that a copy of these resolutions be presented to the wife of our late brother, also that they be entered upon the minutes and a copy be forwarded to the Magazine for publication.

JOHN W. WILLIAMS,
HARRIS ATWOOD, } Committee.

Letters of Thanks.

PROVIDENCE, R. I., July 1, 1886.

Bro. G. S. Lowe and wife wish to express their heartfelt and sincere thanks to the brothers of Hand-in-Hand Lodge No. 2, B. of L. F., also to the employees of the B. & F. R. R., for their kindnesses, and for the beautiful floral tribute sent them at their son's funeral, June 16.

Respectfully,
G. S. LOWE.

ERIE, PA., May 24, 1886.

To the Brothers of No. 182, B. of L. F.:

Please allow us the privilege of thanking each and all of you for your kindness in our sore bereavement, in the death of our daughter Jessie. We shall ever

hold you in grateful remembrance, and may it be a long time before you are called upon to mourn the loss of one of your loved ones as we have.

Sincerely yours,
MR. AND MRS. E. J. OLIVER.

VINCENNES, IND., May 20, 1886.

To the Officers and Members of B. of L. F.:

GENTLEMEN: I beg leave to return my sincere thanks for the payment of fifteen hundred dollars, lately received by me as my disability claim. God bless this noble Order, may it thrive and flourish as the almond tree, is the sincere wish of
Yours very respectfully,

JOHN T. WALL.

NORTH ADAMS, MASS., July 7, 1886.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN—I wish to acknowledge the receipt of a draft for \$1,500, the amount due me on the policy held by my husband. Please accept my heartfelt thanks for the same, as well as all other courtesies shown me by the members of the Order. May prosperity ever attend the Brotherhood is the sincere wish of
Yours truly,

KITTY LITTLEJOHN.

MARSHALLTOWN, IOWA, June 28, 1886.

To the Officers and Members of the B. of L. F.:

GENTLEMEN—Please accept my heartfelt thanks for the prompt payment of the insurance due me on the death of my husband. Words fail to express my gratitude. That heaven's choicest blessing rest on every member of the Brotherhood, is the sincere wish of
Your friend,

MRS. C. A. PIATT.

LOGANSPOUT, IND., May 20, 1886.

To the Members of Good Will Lodge No. 52:

BROTHERS: I received yesterday a draft for \$1,500 in full of my disability claim, for which I return my heartfelt thanks, also for the aid you have given me during the past year. May heaven's best blessing rest on you each and all, is the wish of myself and wife.

J. T. HENDRICKS.

UPPER SANDUSKY, O., April 8, 1886.

To the Members of A. G. Porter Lodge No. 141:

DEAR SIR: I have received a draft for \$1,500, the amount due me by the Brotherhood on the policy of my late son, H. E. Reubendale, for which I return my most sincere thanks. That the noble Brotherhood may be attended with prosperity, is the heartfelt wish of

MRS. M. REUBENDALE.

EAST DES MOINES, IOWA, April 1, 1886.

To the Officers and Members of the B. of L. F.:

GENTLEMEN: I have this day received from Frank Warrick, Financier of Lodge No. 102, a draft for \$1,500 in full for disability claim, for which I wish to return my heartfelt thanks, also for the many favors received from the members of No. 102, and may heaven's choicest blessings rest on every member of the B. of L. F. is the wish of myself and wife.

HERMAN AHROLD.

MT. CARMEL, ILL., April 23, 1886.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN: I have this day received from Frank T. Barton, Financier of Burnside Lodge No. 282, the sum of \$1,500.00 due me on the policy of my husband, James A. Sumner. Accept my thanks and permit me to express the hope that prosperity may ever attend the Brotherhood, and that it may long continue a blessing to its members and their families.

MRS. LOU S. SUMNER.

WACO, TEXAS, March 3, 1886.

To the Officers and Members of the B. of L. F.:

DEAR SIR: Accept my thanks for the receipt of a draft for \$1,500 paid me by Bro. E. H. Christman on the policy of my brother, Joseph Fitzpatrick, of Lodge 243. With many kind wishes for the fraternity, yours truly,
C. FITZPATRICK.

LARAMIE CITY, W. T., March 24, 1886.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: Allow me through the columns of the Magazine to acknowledge the receipt of a draft for \$1,500 paid me in full for a disability claim. I also extend my sincere thanks to the members of Black Hills Lodge No. 86 for their kind attention to myself and family. With best wishes for the Brotherhood, I remain yours fraternally.

PETER HANSEN.

LA FAYETTE, IND., April 29, 1886.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN: I hereby acknowledge the receipt of a draft for \$1,500.00 from J. Summerhill, Financier of Capitol Lodge No. 46, in full on policy of my husband, Geo. A. VonDerlehr. I wish also to return thanks to the members for their many kindnesses shown me. Accept my gratitude and good wishes for the welfare of the Brotherhood.

MRS. MARY VONDERLEHR.

BALTIMORE, MD., April 23, 1886.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN: I hereby desire to return my sincere thanks to the members of Oriole Lodge No. 213, for their kindness to me in the time of need, and also for the prompt payment of fifteen hundred dollars (\$1,500.00) due me on the policy of my late son George W. Wilhelm.

With many kind wishes for the success of the Brotherhood, I remain

Your sincere friend,

MRS. RACHEL WILHELM.

HEMPSTEAD, TEX., April 19, 1886.

Editors Locomotive Firemen's Magazine:

The officers and members of Post Oak Lodge No. 303, desire to thank Mr. George Russell, through the columns of the Magazine for a handsome ballot box, made and presented by him to the Lodge. Mr. Russell has, in various ways proved himself a "whole-souled" gentleman, and a staunch friend of the Lodge.

W. A. W.

MEADVILLE, PA., March 10, 1886.

To the Brotherhood of Locomotive Firemen:

DEAR SIR: AND BROTHERS: Please accept my sincere and grateful thanks for the amount of \$1,500 paid me through the Financier of Lodge No. 207 in full of my disability claim allowed by your Order. I am specially thankful to the members of Lodge No. 207 for their kindness to me during my affliction. Wishing the Brotherhood God speed in its noble mission, I remain yours fraternally,

SAMUEL GASKILL.

TORONTO, ONT., April 12, 1886.

To the Brotherhood of Locomotive Firemen:

I beg to acknowledge a draft for \$1,500, the amount due me on the policy held by my late brother, William Liddell, the same coming to me through the hands of Mr. James Pratt, Financier of Dominion Lodge No. 67. I also wish to express my appreciation for the beautiful floral tributes, feeling grateful for the same, also to the visiting members and members of Dominion Lodge No. 67, who attended the burial of my brother. Wishing the Brotherhood a prosperous future, I remain yours respectfully,

R. LIDDELL.

LONSDALE, R. I., June 2, 1886.

To the Brotherhood of Locomotive Firemen:

I have received from Hand in Hand Lodge No. 2, B. of L. F., \$1500.00. due me on the death of my husband, Ernest H. Turner. With thanks and many kind wishes,

Yours respectfully,
MRS. SARAH TURNER.

NORTH PLATTE, NEB., May 28, 1886.

To the Members of High Line Lodge No. 256:

BROTHERS: The members of Elkhorn Lodge No. 28, desire to return their sincere thanks to you, each and all, for your kindness to Bro. E. M. Stannard during his late sickness.

Yours fraternally,
H. B. MAXWELL.

LOUISVILLE, KY., March 2, 1886.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: Please accept my sincere thanks for the money received from Mr. Wynn, Financier of Lodge No. 103, on the policy of my late betrothed, George Danner. I also wish to express my appreciation and gratitude for the kindness of some of the Brotherhood Firemen. May they continue in prosperity and every effort be crowned with the reward they so justly deserve. It is my earnest wish.

Yours, respectfully,
MAGGIE MELLETT.

NORTH PLATTE, NEB., April 6, 1886.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS: I desire to return my sincere thanks for the prompt payment of \$1,500 by W. A. Thompson, Financier of Elkhorn Lodge No. 28, upon the policy of my husband, Geo. W. Barnes. I also desire to express to the members of Elkhorn Lodge No. 28 my grateful acknowledgement for their kind attentions to my husband's remains, also to the members of Hawkeye Lodge No. 27, Cedar Rapids, Iowa, for their kindness to us while passing through there. May God ever bless your noble Brotherhood is the wish of
MRS. GEO. W. BARNES.

HADLAW, QUEBEC, April 15, 1886.

To the Officers and Members of the B. of L. F.:

I hereby acknowledge the receipt of a draft for \$1,500.00 as the amount of insurance due me on the death of my late husband, Antoine Lacroix, which was delivered to me by Mr. George Findlay, Master of Lodge 119. I desire to return my sincere thanks to the Brotherhood for the amount, and also wish to express my appreciation of the kindness and attention given to my beloved husband during his illness, and for the respect paid him after his death. May God ever bless and protect your noble Brotherhood, is the wish of

Yours very truly,
MRS. ANTOINE LACROIX.

HALSTEAD, PA., June 27, 1886.

Messrs. H. P. Trowbridge, W. B. Trowbridge, Wm. Oswald and Jacob Brown:

DEAR SIRS AND BROTHERS:—As on your recent call my physical condition was such and my surprise so great that I was unable to express to you my appreciation for the beautiful emblem pin, I take this opportunity of extending to you my sincere and heartfelt thanks and the assurance of my lasting gratitude. I felt deeply touched by the fraternal spirit that prompted the offering, and no words I can command are adequate to express the gratefulness my heart contains. Whatever credit may be given me for the proper management of the duties of Master of No. 283, I feel that the success and prosperity of your Lodge is entirely due to the united efforts of all the members. Again thanking you heartily for your generosity, I remain, Yours fraternally.

F. J. MAY.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen of North America, and will contain all Notices of Assessments and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

AUGUST, 1886.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., August 1, 1886. }

Assessment Notice.

No. 22.—\$1.00.

To Subordinate Lodges:

SIRS AND BROTHERS: You are hereby notified of the following deaths and disabilities:

182. P. Mundi, of Lodge 79, was killed by railroad accident, May 23.

183. Frank Trask, of Lodge 300, died of Consumption, May 24.

184. M. J. Griffin, of Lodge 55, was killed by railroad accident, June 3.

185. Henry Lyon, of Lodge 187, died from injuries received boarding a train, June 5.

186. M. Perdue, of Lodge 33, was declared totally disabled with Chronic Pneumonia, June 9.

187. Robert Hunt, of Lodge 70, was declared totally disabled with Catarrh of Bladder, June 9.

188. H. Loushay, of Lodge 169, died of Spinal Meningitis, June 13.

189. G. W. Burk, of Lodge 52, was killed by railroad accident, June 14.

190. Geo. P. Chord, of Lodge 32, died of Paralysis of Heart, June 14.

191. Wm. Kitts, of Lodge 150, was declared totally disabled with Anchylosis, June 14.

192. C. S. Vrooman, of Lodge 120, was declared totally disabled with Permanent Insanity, June 15.

193. John Conners, of Lodge 86, was killed by railroad accident June 17.

194. Z. B. Stevens, of Lodge 250, was declared totally disabled with Consumption, June 20.

195. E. L. Newbro, of Lodge 97, died of Blood Poisoning, June 21.

196. Wm. Smith, of Lodge 293, died of Lock-Jaw, June 22.

197. E. D. Decatur, of Lodge 95, died of Abscess of Liver, June 29.

198. J. R. Pickard, of Lodge 282, was murdered, July 3.

199. Wm. Rhodes, of Lodge 11, was declared totally disabled with Permanent Insanity, July 6.

200. G. J. Evans, of Lodge 53, was declared totally disabled with Exostosis, July 19.

The amount of ONE DOLLAR is due on the above claims from all members whose names were on the rolls of membership July 19, 1886, and must be paid to your Financier on or before September 1, 1886. The Financier is required to forward the above assessment so it will reach the Grand Lodge on or before September 10, 1886. Members failing to make payment as above provided, will stand suspended from all the benefits of the Order during such arrearage, as per Section 4 of Article 5 of the Constitution.

Fraternally yours,

EUGENE V. DEES, G. S. and T.

Notice to Absent Members.

DAVID H. RISSELL.

David H. Rissell, of Provident Lodge No. 220, is requested to correspond with the officers of his Lodge at once.

G. M. FLENNIKEN.

G. M. Flenniken, of Youghiogheny Lodge No. 302 is requested to correspond with the Financier of his Lodge, S. A. McPhee, Connellsville, Pa.

C. PERRY.

C. Perry, of F. G. Lawrence Lodge No. 172, is requested to make his whereabouts known to his Lodge and to correspond with the Financier at once.

CLAYTON COX.

We desire to know the whereabouts of Clayton Cox, a fireman, or the address of his parents. He was formerly employed on the Bee Line, and afterwards on the G. C. & S. F. R. R. Any one knowing Clayton Cox, or his parents, will oblige us greatly by addressing the Grand Lodge.

OFFICE OF THE GRAND LODGE B. OF L. F.,
TERRE HAUTE, IND., August 1, 1886.

Special Notices.*To Subordinate Lodges:*

DEAR SIRS AND BROTHERS: Your attention is here-by called to the following special notices, viz.:

GENERAL CIRCULAR NO. 5.

General Circular No. 5 has been mailed.

BLANK FORMS.

Annual report blanks and also a blank Credential have been forwarded to all Lodges.

BACK NUMBERS.

A full set of Magazines for 1877, and one copy of December, 1876, are desired by the Grand Lodge. Any member having these copies and wishing to dispose of them, will please correspond with the Grand Secretary.

TO FINANCIERS.

The monthly statements for your assessment returns are being revised and those for the August assessment notice are necessarily delayed, but will be mailed from here on or before August 25 in ample time for your returns.

TO SECRETARIES.

The names of Delegates to the Convention must be reported to the Grand Secretary immediately upon their election, so they may be provided with the necessary transportation. Yours fraternally,

EUGENE V. DEBS,

F. P. SARGENT,

G. S. and T.

G. M.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., July 1, 1886.

Beneficiary Statement.*To Subordinate Lodges:*

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending June 30, 1886:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't 19.	Assessm't 20.	TOTAL.
1	\$3	\$59		\$62 00
2	16	21		37 00
3	60	170		230 00
4	16	58		74 00
5	80			80 00
6	28	39		67 00
7	9	20		29 00
8	16	52		68 00
9	47	43		90 00
10	4	53		57 00
11	13	120		133 00
12	36	14		278 00
13	1	99		100 00
Lodge Nos.	Back Assessm'ts.	Assessm't 19.	Assessm't 20.	TOTAL.
14	\$36	\$107		\$143 00
15	94	58		152 00
16	25	119		144 00
17	15	5		20 00
18	25	35		60 00
19	2	32	\$32	66 00
20	1	33		34 00
21	22	15		37 00
22	8	21		29 00
23	26	24		50 00
24	1	21		22 00
25		59		59 00
26	3	57		60 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't 19.	Assessm't 20.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't 19.	Assessm't 20.	TOTAL.
27	\$24	\$53		\$77 00	106	\$4	\$21		\$25 00
28	4	66		70 00	107	11	52		63 00
29	1	41		42 00	108	25	25		50 00
30	21	21		42 00	109	35	55		90 00
31	95	68		163 00	110	3	28		31 00
32	3	27		30 00	111	27	34		61 00
33	4	59		63 00	112	10	45		55 00
34	4		\$57	61 00	113	14	21		35 00
35	2	11		13 00	114	2	22		24 00
36	29	55		84 00	115	27	15		42 00
37	54	54		108 00	116		44		44 00
38	3	63	54	120 00	117				
39	1	65	64	66 00	118	3	18		21 00
40	20	84		104 00	119	3	31		34 00
41		16		16 00	120	4	69		73 00
42		35		35 00	121	14	34		48 00
43	3	73		76 00	122	20	52		72 00
44	3		71	74 00	123	33	55		88 00
45	16	75		91 00	124	1	34		35 00
46	38	25		63 00	125	16	31		47 00
47	8	121		121 00	126	14	16		30 00
48	8	73		81 00	127	15	88		103 00
49	28	25		53 00	128				
50	37	138		175 00	129		69		69 00
51	30	52		82 00	130	28	50		78 00
52	6	92		98 00	131	8	23		31 00
53	8	45		53 00	132	8	28		36 00
54	16	75		91 00	133	3	32		35 00
55	8	28		36 00	134	5	18		23 00
56	5	19		24 00	135	23	72		95 00
57	80	217		297 00	136	6	13		19 00
58	3	18		21 00	137		29		29 00
59	22	62		84 00	138	1	32		33 00
60	18	84		102 00	139	7	20		27 00
61	52	44		96 00	140	10	50		60 00
62	14	53		67 00	141	1		\$36	87 00
63	18	21		39 00	142	42	48		90 00
64	25	25		50 00	143	14	10		24 00
65	13	56		69 00	144	7	28		35 00
66	13	46		59 00	145	3	28		31 00
67	25	75		100 00	146	44	50		94 00
68	32	66		98 00	147	8	23		31 00
69	3	40		43 00	148	24	20		44 00
70	10	22		32 00	149	26	126		152 00
71	18	50		68 00	150	9	44		53 00
72	9	88		97 00	151	9	43		52 00
73	7	49		56 00	152	9	12		21 00
74	21	39		60 00	153	26	42		68 00
75	42	170		212 00	154	50	51		101 00
76	37	43		80 00	155				
77	37	76		113 00	156	3	41		44 00
78		100		100 00	157	24	16		40 00
79	7	46		53 00	158	21	40		61 00
80			79	79 00	159	20	20		40 00
81		76		76 00	160	18	42		60 00
82	3		100	103 00	161	11	43		54 00
83	33	42		75 00	162	2	90		92 00
84		79		79 00	163	1	17		18 00
85	1	40		41 00	164	5	38		43 00
86	46	51		97 00	165	5	21		26 00
87		28		28 00	166	132	25		157 00
88	11	29		40 00	167	6	23		29 00
89		38		38 00	168	7	34		41 00
90		6		6 00	169	7	81		88 00
91	11	22		33 00	170	12	26		38 00
92	31	10		41 00	171	7	13		20 00
93		77		77 00	172		56		56 00
94	40	27		67 00	173	20	25		45 00
95	44	51		98 00	174	18	90		108 00
96	6	40		46 00	175	11	15		26 00
97	15	50		65 00	176			17	17 00
98	1	15		16 00	177		37		37 00
99	7	82		89 00	178	30	60		90 00
100	9	24		33 00	179	17	33		50 00
101	121	85		206 00	180	6	8		14 00
102			43	43 00	181	6	19		25 00
103	37	90		127 00	182	7	19		26 00
104	39	19		58 00	183	43	8		51 00
105	3	84		87 00	184	4	13		17 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm't 19.	Assessm't 20.	TOTAL.	Lodge Nos.	Back Assessm't 19.	Assessm't 20.	TOTAL.
185				253	\$3	\$28	\$31 00
186	\$16		\$16 00	254	5	18	23 00
187	8	13	21 00	255	16	10	26 00
188				256	14	20	34 00
189	1		1 00	257			28 00
190	29	21	50 00	258			
191				259	22	22	44 00
192				260		24	24 00
193		16	16 00	261			24 00
194	23	28	49 00	262	9	8	15 00
195	5	28	33 00	263	7	12	19 00
196				264	1	31	32 00
197		27	27 00	265		38	38 00
198	18	15	33 00	266			32 00
199		26	26 00	267	12	15	27 00
200	5	13	18 00	268	5	21	26 00
201	2	31	33 00	269	37	36	73 00
202	14	25	39 00	270		19	19 00
203	11	30	41 00	271		24	24 00
204	5	8	13 00	272			38 00
205	52	41	93 00	273	3	35	38 00
206	28	15	43 00	274			
207		50	50 00	275	14	20	34 00
208	1	25	26 00	276	2	14	16 00
209	12	21	33 00	277		11	11 00
210	3	30	33 00	278	23		25 00
211	3	46	49 00	279	5	8	13 00
212		26	26 00	280		24	24 00
213	11	18	29 00	281	10	17	27 00
214	6	20	26 00	282	2	21	23 00
215		46	46 00	283	2	35	37 00
216	8	67	75 00	284	9	35	44 00
217	1	17	18 00	285	16	20	36 00
218	1	18	19 00	286	11	47	58 00
219	4	36	40 00	287	1	29	30 00
220	1	36	37 00	288		17	17 00
221		34	34 00	289	4	6	10 00
222	19	17	36 00	290	28	19	47 00
223	7	10	17 00	291	18	19	37 00
224	8	17	25 00	292	12	14	26 00
225	1	14	15 00	293	4	33	37 00
226		26	26 00	294		16	16 00
227	8	13	21 00	295		20	20 00
228	16	44	60 00	296		22	22 00
229		30	30 00	297	2	16	18 00
230	1	49	50 00	298	1	23	24 00
231	29	28	57 00	299		22	22 00
232	8	19	27 00	300		31	31 00
233	4	13	17 00	301		15	15 00
234				302	2	11	13 00
235	23	21	44 00	303		11	11 00
236	5	10	15 00	304		12	12 00
237	17	36	53 00	305	4		19 00
238	2	11	13 00	306		17	17 00
239	4	28	32 00	307		20	20 00
240	2	40	42 00	308			
241				309	2	17	19 00
242		34	34 00	310			
243		32	32 00	311		5	5 00
244				312		13	13 00
245	7	18	25 00	313	2	18	20 00
246	5	16	21 00	314			
247	23	14	37 00	315			
248	11	18	29 00	316			
249	3	15	18 00	317			
250		48	48 00	318			
251	7	28	35 00	319		2	2 00
252		63	63 00				

Balance on hand June 1 \$17,580 56
 Received during month 15,520 00
 Total \$33,100 50
 By claims 164, 165, 166, 167, 168, 169, 170, 171,
 and 172 \$13,500 00
 Balance on hand July 1 19,600 50
 Respectfully submitted,
 EUGENE V. DEBS, G. S. and T.

Expulsions.

The following expulsions have been reported for the month of June:

Lodge.	NAMES.	Lodge.	NAMES.
11	W. Austin.	104	J. F. Mulvehill.
11	J. W. Hann.	104	G. W. Little.
14	R. Murry.	109	C. Pickett.
14	C. P. Pruitt.	109	J. Wheat.
14	T. Wise.	109	J. Reynolds.
19	D. Van Buren.†	111	Frank Quitt.
20	G. H. French.	112	Jno. O'Day.
23	T. Clark.	115	B. S. Cato.
23	D. Doyle.	115	L. D. Blunt.
23	W. Tucker.	122	E. C. McClure.
23	J. Watkins.	133	M. Melicott.
28	A. Granaman.	133	V. C. Loudan.
34	F. Stetson.†	135	J. H. Brown.‡
36	T. Branson.	139	P. Tubbs.
36	C. Pinneo.	139	P. McGimpiss.
37	A. Warren.	140	M. J. Sullivan.
37	T. M. Edwards.	145	T. Lucid.
37	J. McKinney.	145	J. Laird.
40	W. Regan.	146	W. H. Farmer.
49	E. Deunison.	150	S. Giddle.
59	J. Galligan.	160	M. McGowan.
59	H. Houts.	162	W. M. McMillan.
59	T. Maloney.	163	W. E. Staence.
59	G. W. Bratt.	171	W. J. Appleton.
59	G. Quackenbush.	171	E. Thomas.
59	M. Lund.	177	B. Brown.
60	E. Swartz.	178	A. Morin.
60	L. Skeen.	180	J. C. Kellan.
60	W. Baldwin.	180	R. P. Oxley.
61	F. S. Melvin.	180	R. Tankersley.
61	J. D. Stewart.	180	H. C. Rogers.
61	T. Higginson.	183	D. L. Spring.
64	H. S. Grogan.	183	A. J. Bartholomew.
64	S. McClure.	184	A. Bliss.
67	Chas. Hibbert.	184	M. M. Beeringer.
67	P. Mylett.	191	H. H. Dupuis.
75	H. Boggs.	195	J. McVey.
78	T. W. Worland.	200	T. Martin.
78	H. F. Corbs.	201	W. Cook.
80	A. W. McCarty.*	201	J. C. Kent.
82	W. Casey.	211	H. Stanbury.
83	J. T. Cox.	222	S. Anthony.
83	J. P. Carpenter.	224	J. Mahon.
83	J. B. Gulle.	236	J. W. Gravely.‡
83	G. S. Sandham.	245	S. Boineau.†
84	D. Ryan.	246	W. H. Cherry.
88	C. Morgan.	255	C. J. Sulter.
96	H. Webb.	267	W. P. Dunn.
100	J. M. Brown.	267	W. J. Fay.
100	S. T. McMurry.	270	F. S. Hay.
101	E. Leens.	281	F. Bushing.
101	Chas. Edgcomb.	288	F. Howard.
103	J. Bechtold.	318	J. H. Pryce.†

† Drunkenness.
 ‡ Defrauding Lodge.
 * Contempt of Lodge.
 ‡ Dead Beating.
 ‡ Dishonesty.
 All not marked, for non-payment.

Reinstatements.

The following reinstatements have been reported for the month of June:

Lodge.	NAMES.	Lodge.	NAMES.
11	J. H. Hagerman.	83	R. W. Duddy.
18	J. McMannis.	92	J. Gorman.
18	E. A. Parsons.	95	J. Hayes.
31	W. Kinzie.	104	W. E. Farley.
31	T. C. Martin.	146	M. Williams.
31	C. W. Bennington.	146	R. G. Carey.
64	C. McCarty.	198	W. Dye.
67	T. Bond.	247	D. M. Moore.
68	Jno. Harring.	256	J. H. Barlow.

Grand Lodge.

F. P. Sargent Grand Master
 Terre Haute, Indiana.
 J. J. Hannahan Vice Grand Master
 Box 655, Englewood, Ill.
 E. V. Debs Grand Secretary and Treasurer
 Terre Haute, Indiana.
 J. J. Hannahan Grand Organizer and Instructor
 Box 655, Englewood, Ill.

TRUSTEES.

W. F. Hynes Denver, Col.
 C. A. Cripps Vincennes, Ind.
 A. H. Tucker Mason City, Iowa

EXECUTIVE COMMITTEE.

H. Walton Chairman Philadelphia, Pa.
 W. E. Burns, Secretary Chicago, Ill.
 F. W. Dyer St. Paul, Minn.
 C. A. Wilson Jersey City, N. J.
 Sid. Vaughan Toronto, Ont.

Subordinate Lodges.

1. **DEER PARK; Port Jervis, N. Y.**
 Meets every Sunday at 2 P. M.
 C. E. Barkman, Box 26 Master
 J. E. Cook, Box 215 Secretary
 C. E. Barkman Financier
2. **HAND IN HAND; Providence, R. I.**
 Meets 2d Monday of each month.
 W. A. Aldrich, Box 174, Central Falls, R. I. Master
 C. E. Harmon, E. Providence, R. I. Secretary
 T. B. Wardwell, 28 Common St. Financier
3. **ADOPTED DAUGHTER; Jersey City, N. J.**
 Meets 2d and 4th Sundays, Cor. Grove and Fourth
 Sts.
 E. P. Hutton, 61 Grand St. Master
 R. H. Roden, 72 Erie St. Secretary
 G. Auchter, 205 Third St. Financier
4. **GREAT EASTERN; Portland, Maine.**
 Meet at 53 Temple St., Cor. Congress St., in Con-
 gress Hall, 1st and 3d Sundays at 1 P. M.
 F. A. Huff, 49 Hanover St. Master
 L. P. Bailey, 26 May St. Secretary
 W. O. Small, 12 Brown street Financier
5. **CHARITY; St. Thomas, Ontario.**
 Meets every Tuesday.
 D. T. O'Shea, Box 784 Master
 J. H. Holman, Box 784 Secretary
 T. L. Hoyt, Box 784 Financier
6. **PRIDE OF THE WEST; Desoto, Mo.**
 Meets 1st and 3d Mondays at 1 P. M.
 W. J. Edy Master
 F. Parker Secretary
 R. H. Lanhan Financier
7. **POTOMAC; Washington, D. C.**
 Meets Cor. 13½ and E St. N. W., 1st and 3d Thurs-
 days at 1 P. M. sharp
 J. B. May 477½ F. St. S. W. Master
 H. A. Wilvert, 807 Sixth st. S. W. Secretary
 P. P. Luddy, 426 4½ St., S. W. Financier
8. **BED RIVER; Denison City, Texas.**
 Meets 1st and 3d Saturdays at 2 P. M. and 2d
 and 4th Saturdays at 9 P. M. in K. of L. Hall.
 C. Cain, Box 636 Master
 S. M. Babb, L. Box 168 Secretary
 A. T. Eckstrom, Box 189 Financier
9. **FRANKLIN; Columbus, Ohio.**
 Meets 1st Monday and 3d Tuesday at 7:30 P. M.
 W. J. Evans Master
 C. C. Colt, 204 Baird St. Secretary
 J. D. Coffey, 122 N. 20th St. Financier
10. **FOREST CITY; Cleveland, Ohio.**
 Meet every other Sunday at 182 Ontario St., at 2
 P. M.
 J. Saunders, 58 Merchants' Ave. Master
 T. P. Smith, 31 Jessie St. Secretary
 A. H. Buse, 90 Professor St. Financier
11. **EXCELSIOR; Phillipsburg, N. J.**
 Meets 2d and 4th Sundays at 2 P. M.
 N. Strouse, 547 Fayette St. Master
 C. W. Vannatta Secretary
 J. W. Sinclair, L. Box 96 Financier

12. **BUFFALO; Buffalo, N. Y.**
 Meets every Tuesday at 8 P. M. at 198 Seneca St.
 F. H. Coe, 4 Hickory St. Master
 Wm. J. Bruman, 365 Swan St. Secretary
 A. L. Jacobs, 543 S. Division St. Financier
13. **WASHINGTON; Jersey City, N. J.**
 Meet 4th Sunday at 10:30 A. M. in Masonic Hall.
 J. Bruce Master
 F. R. Degroff, 280 Communipaw
 avenue Secretary
 C. A. Wilson, 147 Pacific Ave. Financier
14. **EUREKA; Indianapolis, Ind.**
 Meets every Tuesday at 8 P. M. over 34 Washing-
 ton St., fourth floor.
 W. Lindeman, L. B. & W. shops Master
 J. Zahm, 290 English ave. Secretary
 Wm. Hugo, 79 N. Noble St. Financier
15. **ST. LAWRENCE; Montreal, Canada.**
 Meets alternate Sundays at 2:30 P. M.
 T. Clark, 19 Conde St. Master
 E. Upton, 7 Burgeoils St. Secretary
 T. A. Dickson, 72 Mullin St. Financier
16. **VIGO; Terre Haute, Ind.**
 Meets 2d and 4th Mondays at 7:30 P. M.
 E. V. Debs Master
 G. W. Godfrey, 600 north 13½th st. Secretary
 C. A. Bennett, 707 N. 8th St. Financier
17. **OLD POST; Vincennes, Ind.**
 Meets in K. of P. Hall, every Sunday at 2 P. M.
 C. Appel, Box 473 Master
 D. W. Moses, Seymour, Ind. Secretary
 C. A. Cripps Financier
18. **WEST END; Slater, Mo.**
 Meets every Saturday at 7:30 P. M.
 E. H. Banard Master
 G. W. Michel Secretary
 G. W. Michel Financier
19. **TRUCKEE; Wadsworth, Nevada.**
 Meets every Friday at 7:30 P. M.
 A. Pollock, Box 8 Master
 W. J. Patten, Box 8 Secretary
 H. M. Johnson, Box 8 Financier
20. **STUART; Stuart, Iowa.**
 Meets in Engineer's Hall every Monday at 7:15
 P. M.
 W. Zerwick, Box 252 Master
 G. C. Wells, Box 117 Secretary
 G. C. Wells, Box 117 Financier
21. **INDUSTRIAL; St. Louis, Mo.**
 Meets 2d and 4th Tuesdays at 8 P. M. S. W. cor.
 Broadway and Carroll Sts.
 A. Williams, 1510 Gratiot St. Master
 H. Blocker, 1822 Menard St. Secretary
 W. A. Murphy, 1500 Poplar St. Financier
22. **CENTRAL; Urbana, Ill.**
 Meet in I. O. O. F. Hall 2d and 4th Sundays.
 M. Stillwell Master
 L. L. Johnson Secretary
 L. Sullivan, Box 367 Financier
23. **PHENIX; Brookfield, Mo.**
 Meets 2d and 4th Sundays.
 J. Conlin Master
 G. Watts Secretary
 T. H. Williams, Box 37 Financier
24. **GREAT WESTERN; Parsons, Kansas.**
 Meet in K. of L. Hall every Wednesday at 2 P. M.
 A. P. Fraker Master
 C. T. Pfeffer Secretary
 L. D. Harrington, Box 338 Financier
25. **CONNECTING LINK; Boone, Iowa.**
 Meets 1st and 3d Sundays.
 W. H. Fuller, L. Box 814 Master
 O. Dougherty Secretary
 T. W. Smith, Box 686 Financier
26. **ALPHA; Baraboo, Wis.**
 Meets 2d and 4th Mondays at 7:30 P. M.
 C. H. Williams, Jr., Box 954 Master
 C. G. Simmons Secretary
 S. W. Dixon, Box 1236 Financier
27. **HAWKEYE; Cedar Rapids, Iowa.**
 Meets 2d and 4th Sundays.
 W. C. Byers, 332 F Ave. W. Master
 L. S. Getts Secretary
 W. R. Graves, 564 2d St., West Financier

28. **ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
W. S. Dolson, Box 827 Master
H. B. Maxwell Secretary
W. Thompson Financier
29. **CERRO GORDO; Mason City, Iowa.**
Meets S. E. cor. 2d and Commercial St.
P. A. Loveland, Box 638 Master
J. Fulton Secretary
A. H. Tucker, Financier
30. **CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E.
Waterloo, 1st and 3d Sundays at 2 P. M.
J. R. Miller Master
E. T. Gregory Secretary
R. A. Corson, Box 406 Financier
31. **R. E. CENTRE; Atchison, Kansas.**
Meet cor. 3d and Commercial St., at 2 P. M.
F. Johnson, 713 N. St. Master
C. H. Sallsbury, 103 N. Liberty St. Secretary
F. W. Pausch, 1001 Commercial St. Financier
32. **BORDER; Ellis, Kansas.**
J. Hardesty, Box 234 Master
T. McMahon, Box 230 Secretary
G. M. McClure, Box 205 Financier
33. **SUCCESS; Trenton, Mo.**
Meets 1st and 3d Mondays at 2 P. M. and 2d and
4th Mondays at 7 P. M.
D. Rice Master
D. Cheshier Secretary
D. Cheshier Financier
34. **CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. Keith Master
F. A. Kinch, Box 381 Secretary
W. L. Smith, Box 1812 Financier
35. **AMBOY; Amboy, Ill.**
Meets 1st and 3d Sundays at 3 P. M.
G. W. Bainter, Box 498 Master
J. F. Maloney, Box 389 Secretary
G. W. Bainter, Box 498 Financier
36. **TIPPECANOE; Lafayette, Ind.**
Meets every Sunday at 2 P. M.
J. D. Wright, 49 Romic St. Master
J. E. Crusey, 137 N. 8th St. Secretary
W. H. Willoughby, 29 N. 3d St. Financier
37. **NEW HOPE; Centralia, Ill.**
Meets 1st and 3d Sundays at 2 P. M., in Engineer's
Hall, Broadway, bet. Chestnut and Walnut.
J. M. Shepherd, Box 554 Master
W. D. Holton Secretary
C. H. Randall Financier
38. **AVON; Stratford, Ontario.**
Meet in A. O. F. Hall 1st and 3d Sundays at 2 P. M.
E. A. Ball, Box 318 Master
J. Burk Secretary
G. Nursey, Box 318 Financier
39. **TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M. in Engineer's
Hall.
W. T. Clark, Box 874 Master
G. J. M. Colburn, Box 113 Secretary
G. J. M. Colburn, Box 113 Financier
40. **BLOOMING; Bloomington, Ill.**
Meets 910 W. Chestnut st., every Tuesday evening,
at 7:30 P. M.
E. Browning, 714½ W. Washington St. Master
W. Cavanaugh, 902 N. Lee St. Secretary
W. Cavanaugh, 902 N. Lee St. Financier
41. **ONWARD; Dickinson, Dakota.**
Meets every Sunday at 7:30 P. M.
J. Taylor, Box 233, Maudan, Dak. Master
W. F. Cunningham Secretary
W. F. Cunningham, L. Box 215 Financier
42. **ELMO; Madison, Wis.**
Meets 2d and 4th Sundays.
M. O'Loughlin, 607 W. Dayton St. Master
J. L. Casben, 402 W. Wilson St. Secretary
W. D. Scampton, 911 W. Johnson St. Financier
43. **ST. JOSEPH; St. Joseph, Mo.**
Meets 2d and 4th Sundays at 2:30 P. M.
J. E. Shortell, 705 So. 10th St. Master
J. Widner, 2314 So. Sixth St. Secretary
J. Hyndman, 2216 S. 6th St. Financier
44. **F. W. ARNOLD; East St. Louis, Ill.**
Meets in Jackiesch Hall alternate Tuesdays, 7:30
P. M.
J. T. Sullivan, Box 116 Master
M. J. Cunningham, Box 112 Secretary
J. Bisson, L. Box 38 Financier
45. **ROSE CITY; Little Rock, Ark.**
Meets every Monday at 7:30 P. M.
W. N. Horton, 1704 W. 3d St. Master
H. H. Burrus, 1223 W. 4th St. Secretary
T. A. Howell, 1704 W. 3d St. Financier
46. **CAPITAL; Springfield, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
M. Hogan, 208 N. 14th St. Master
J. Shafer, 1209 So. 5th St. Secretary
J. Summerhill, 1417 E. Munro St. Financier
47. **TRIUMPHANT; Chicago, Ill.**
Meet N. W. Cor. LaSalle and Adams St., Hall C,
1st Sunday at 2 P. M. and 3d Saturday at 7:30
P. M.
W. H. Giff, 283 Maxwell Ave. Master
H. Schilling, 3247 Dearborn St. Secretary
E. J. McGuirk, 3 E Washington St. Financier
48. **W. F. HYNES; Peoria, Ill.**
Meet at 105 S. Adams St. 1st and 3d Sundays at 2
P. M.
W. Baugh, T. P. & W. Engine House Master
W. A. McMillan, P. P. & M. R. R. Shops. Secretary
G. C. Watt, 617 1st St. Financier
49. **J. M. RAYMOND; Decatur, Ill.**
Meet Cor. R. R. Ave. and Eldorado St. every Sun-
day at 3 P. M.
H. F. Davis, 543 N. Morgan St. Master
L. Litterer, 401 Mason St. Secretary
L. Miesse, 1021 E. Eldorado St. Financier
50. **GARDEN CITY; Chicago, Ill.**
Meet Cor. 7th and State Sts. 1st and 3d Satur-
days at 8 P. M.
J. E. Davis, 163 E. Harrison St. Master
W. C. Wright, Auburn Junction, Ills. Secretary
A. S. McAllister, 4904 S. Dearborn St. Financier
51. **FRISCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Ma-
sonic Hall.
G. W. Salsman Master
E. A. Bush, Box 291 Secretary
G. E. Dilliard, Box 264 Financier
52. **GOOD WILL; Logansport, Ind.**
Meet Cor. 12th and Spear Sts. Sundays at 2 P. M.
S. W. Shaver Master
W. H. Green, L. Box 626 Secretary
E. H. Laing, L. Box 626 Financier
53. **EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays at 2:30 P. M., in A. O.
U. W. Hall.
J. Turnpaugh Master
W. Gilpin, Box 1428 Secretary
J. Gallagher, Box 1172 Financier
54. **ANCHOR; Moberly, Mo.**
Meet in Supplies' Hall every Tuesday at 7:30 P. M.
W. P. Carlisle, Box 802 Master
L. T. Burton, Box 785 Secretary
R. A. Blades, L. Box 1474 Financier
55. **BLUFF CITY; Memphis, Tenn.**
Meet 2d and 4th Thursday nights Cor. 2d and
Adams Sts.
T. Fox, L. & N. Shops Master
M. J. Cody, L. & N. Shops Secretary
W. A. Ashley, L. & N. Shops Financier
56. **BANNER; Stansberry, Mo.**
Meets every Saturday at 7 P. M.
J. J. Smith Master
S. A. Briggs Secretary
W. E. Baldwin, L. Box 400 Financier
57. **BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays at 10 A. M.
A. W. Spurr, 76 Hammond street. Master
E. E. Roundy, 26 Chapman St., Charles-
town, Mass. Secretary
J. C. Edwards, 18 Russell St., Bunker Hill
District, Boston, Financier

- 58. SACRAMENTO; Rocklin, Cal.**
Meet every Sunday at 2 P. M. in Masonic Hall.
L. G. Jeardeau Master
J. P. Clark, Box 68 Secretary
G. W. Culver Financier
- 59. ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday night.
M. Zumbum Master
H. L. Foster Secretary
W. Henthorn Financier
- 60. UNITED; Philadelphia, Pa.**
Meet at 2204 Marshall St. alternate Sundays at 9:30 A. M.
T. Jeffries, 307 Diamond St Master
J. A. Minges, 1714 W. Front St Secretary
J. Shepherd, 2510 Alder St Financier
- 61. MINNEHAWA; St. Paul, Minn.**
Meets 2d and 4th Sundays at 3 P. M.
L. Sharpless, Jr., 682 Armstrong st Master
F. Maher, 221 Penn ave Secretary
F. E. LeClaire, 188 Granite St Financier
- 62. VANBERGEN; Carbondale, Pa.**
Meet at Odd Fellows' Hall, Cor. Church and Raftery Sts., 2d and 4th Sundays at 3 P. M.
A. W. Bayley Master
T. McCauley Secretary
O. E. Histed, L. Box 733 Financier
- 63. HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
S. D. Moore, Box 1262 Master
H. J. Bohm, Box 772 Secretary
J. Wakeley, Box 772 Financier
- 64. SIOUX; Sioux City, Iowa.**
Meets cor 4th and Douglas Sts 2d and 4th Sundays.
G. Martin Master
W. E. Shipman, Box 384 Secretary
L. B. Cutting, Box 127, St. James, Minn. Financier
- 65. FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 348 Master
V. B. Tooke Secretary
L. A. Ballard Financier
- 66. CHALLENGE; Belleville, Ontario.**
Meet 2d and 4th Sundays at 2:30 P. M. at 223 Station St.
J. Muir, G. T. Ry Master
C. Spry, G. T. Ry Secretary
J. Logue, Box 10, Bellville Sta., Ontario. Financier
- 67. DOMINION; Toronto, Canada.**
Meet in Occident Hall 1st and 3d Sundays at 2:30 P. M.
R. Reid, 31 Leonard ave Master
W. C. Farrance, 68 Dennison ave Secretary
J. Pratt, 73 Huron St Financier
- 68. EAU CLAIRE; Eau Claire, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
M. E. Cuddy, Altoona, Wis Master
C. H. Dexter, Box 43, Altoona, Wis Secretary
W. A. Carter, Box 156, Altoona, Wis Financier
- 69. ISLAND CITY; Brockville, Ontario.**
Meet alternate Thursdays at 7:30 P. M. King St., over Barnes' Dry Goods Store.
F. W. Barr Master
W. H. Parsley Secretary
T. Shields, Box 558 Financier
- 70. LONE STAR; Longview, Texas.**
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. P. Wesley, L. Box 411 Master
I. H. Stout, L. Box 411 Secretary
O. P. Cuberly, L. Box 411 Financier
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meet 2d and 4th Sundays at 7 P. M. at B. of L. E. Hall.
C. C. Bunker, Box 672 Master
J. E. Ryan, Box 637 Secretary
P. Stillwell, Box 656 Financier
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays at 2 P. M.
W. Wiggins, 45 Cooper St Master
H. Harris, 639 S. 4th St Secretary
J. Gibbs, Collinswood, N. J. Financier

- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 1 P. M.
L. C. Wilson, 79 Harrison St Master
G. T. Craft, 7 Salem St Secretary
G. F. Newton, 6 Riley St Financier
- 74. KANSAS CITY; Kansas City, Mo.**
Meet at 1215 N. 9th St. alternate Mondays at 7:30 P. M.
L. F. Stephens, N. E. Cor. 8th and Woodland Ave Master
W. Piercey, 1354 Liberty St., W. Kansas City Mo Secretary
M. Hurley, 1490 Wyoming St Financier
- 75. ENTERPRISE; Philadelphia, Pa.**
Meet N. E. Cor. 39th and Market Sts. alternate Sundays at 1 P. M.
A. S. Groff, 126 N 32d St Master
H. Walton, 4080 Spring Garden St Secretary
F. Dupell, 743 N. 37th St Financier
- 76. NEW ERA; Barnesville, Minn.**
Meets 2d and 4th Sundays at 2 P. M.
J. Myler Master
J. M. Glasby, Box 26 Secretary
J. M. Hamm Financier
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M., in B. of L. F. Hall, 375 Larimer st.
H. Salmon, Box 1828 Master
W. F. Brundage, 292½ Larimer St Secretary
O. W. Richardson, Box 2472 Financier
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets 1st and 3d Saturdays at 7:30, in K. P. hall.
M. Dolan Master
C. W. Goodwin, 620 Summit St Secretary
W. Holcroft, 907 E. 5th St Financier
- 79. J. M. DODGE; Roodhouse, Ill.**
Meet in B. of L. E. Hall 2d and 4th Sundays and 1st and 3d Mondays.
R. Carroll Master
W. E. S. Gibson, Box 1134 Secretary
J. Hyudman Financier
- 80. SELF HELP; Aurora, Ill.**
Meets over Nos. 8 and 10 Broadway.
S. E. Tucker, Box 1172 Master
W. B. Miller, Box 2071 Secretary
G. Goding, Box 252 Financier
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
W. Lincoln, Box 752 Master
W. J. Bain, Box 1856 Secretary
W. F. Ripson, Box 1827 Financier
- 82. NORTHWESTERN; Minneapolis, Minn.**
Meet Cor. Nicollet Ave. and 3d St. 1st Saturday at 7:30 P. M. and 3d Sunday at 2 P. M.
F. X. Holl, 1301 2d St. So Master
W. T. Nichel, 1819 3d Ave. N Secretary
W. E. Richmond, 820 N. Girard Ave Financier
- 83. TRINITY; Fort Worth, Texas.**
Meet in B. of L. F. Hall 1st and 3d Sundays at 8 P. M. and 2d and 4th Fridays at 8 P. M.
J. G. Nash, L. Box 406 Master
P. J. Kitson Secretary
R. L. Craig, L. Box 406 Financier
- 84. CALHOUN; Battle Creek, Mich.**
Meets 1st Monday at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Engineers' Hall.
W. Buckley, Box 382 Master
D. Coughlin, Box 717 Secretary
T. W. Taylor, Box 1800 Financier
- 85. FARGO; Fargo, Dakota.**
Meet Cor. Robert and Second Aves. 2d and 4th Sundays at 2 P. M.
E. T. Gallagher, Box 1246 Master
R. Roggeveen, L. Box 1026 Secretary
A. Bassett, Box 1786 Financier
- 86. BLACK HILLS; Laramie City, Wyoming.**
Meet at 7:30 P. M. Friday evening in K. L. Hall.
W. Rich Master
J. Costin, Box 165 Secretary
W. Konold Financier

87. **SUMMIT; Rawlins, Wyoming.**
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
T. F. Croake Master
J. A. Measures Secretary
G. Jordan Financier
88. **MORNING STAR; Evanston, Wyoming.**
Meets every Sunday at 2:30 P. M. in I. O. O. F. Hall.
A. Payne, Box 109 Master
H. N. Bodine Secretary
H. Honn Financier
89. **SILVER STATE; Carlin, Nevada.**
Meets Tuesday ev'ngs in Firemen and Engr's hall
W. R. Capell Master
Wm. TenEyck Secretary
B. F. Rondebush Financier
90. **SAN DIEGO; National City, Cal.**
Meets 2d and 4th Sundays in Drango's Hall at 2 P. M.
R. V. Dodge, Box 317, San Diego Master
J. M. Dodge, Box 317, San Diego Secretary
R. V. Dodge, Box 317, San Diego Financier
91. **GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 7 P. M. and 3d Sunday at 11 A. M., Cor. Valentine and 16th Sts.
J. Hewitt, S. P. R. Shops Master
W. G. Bradshaw, 2851 16th St. Secretary
W. G. Bradshaw, 2851 16th St. Financier
92. **FRONTIER CITY; Oswego, N. Y.**
Meets 2d and 4th Sundays at 2 P. M., in Ontario & Western Passenger Depot.
J. Terrott, 59 E. Ninth St. Master
G. E. McCathron, 224 W. 6th St. Secretary
S. C. Forsyth, 180 W. Utica St. Financier
93. **GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
H. Schwartz, 1013 Bank St. Master
M. L. Ebersol, 1213 Bank St. Secretary
J. H. Carter, 620 S. Main St. Financier
94. **CACTUS; Tucson, Arizona.**
Meet Cor. Pennington and Tool Ave. 1st and 3d Tuesdays at 7 P. M.
J. C. Stout, Box 218 Master
A. W. McQueen, Box 218 Secretary
C. W. Wilcox, Box 218 Financier
95. **CHICAGO; Chicago, Ill.**
Meet 1st Tuesday and 3d Friday at 7:30 P. M. and last Sunday at 9:30 A. M. at 237 Milwaukee Ave.
J. F. Cantlon, 142 Front St. Master
C. F. Jackson, 182 N. May St. Secretary
C. A. Miller, 643 N. Robey St. Financier
96. **ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays, in Engineer's hall, Main St., bet. 12th and 13th sts.
J. A. Workman, Box 665 Master
I. Cable, Box 665 Secretary
W. M. Hamilton, Box 266 Financier
97. **ORANGE GROVE; Los Angeles, Cal.**
Meets the 1st, 10th and 20th at 2 P. M.
H. C. Hall, Box 72 Master
W. P. Styles, Box 72 Secretary
F. C. Bishop, Box 72 Financier
98. **PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday.
F. J. Coker Master
E. J. Turner Secretary
A. Ludlam, Wells, Nev. Financier
99. **ROCHESTER; Rochester, N. Y.**
Meets 2d and 4th Wednesdays at 8 P. M.
J. W. Millman, 6 Hubbell Park Master
D. C. Frost, 495 E. Main St. Secretary
G. Kingsley, 22 Upton Park Financier
100. **ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
W. Allsop Master
J. H. Fenwick Secretary
J. H. Fenwick Financier
101. **ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Engineer's Hall.
M. Degnan, Box 404 Master
F. A. Neely Box 476 Secretary
J. F. Bryan, L. Box 319 Financier
102. **CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M., S. E. cor. Sycamore and Sixth St.
J. W. Combs, 1321 Buchanan St. Master
C. M. Krull, Box 65 Secretary
F. S. Payne, 511 Southeast 7th St. Financier
103. **FALLS CITY; Louisville, Ky.**
Meet every Thursday at 2 P. M., S. E. cor. 10th and Walnut Sts., in Calgan's Hall.
C. Carroll, 1207 Churchill St. Master
J. M. Burnett 1206 Zane St. Secretary
J. J. Lawson, 1329 Madison St. Financier
104. **"OLD KENTUCKY;" Ludlow, Ky.**
Meet at I. O. O. F. Hall 1st and 3d Thursdays at 7 P. M.
J. Connelly, Box 3 Master
J. D. Smith Secretary
C. Smith Financier
105. **PROGRESS; Galesburg, Ill.**
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M. in Engineers' Hall, N. side Main St.
S. D. Lowe, 716 So. Chambers St. Master
C. G. Nelson, 322 N. Seminary St. Secretary
J. L. Weeks, 436 So. Academy St. Financier
106. **KEY CITY; Dubuque, Iowa.**
Meets over the C. & M. & St. P. Depot 2d and 4th Sundays at 7:15 P. M.
D. Schaffner, 1974 Jackson St. Master
Wm. D. Mason, 420 High St. Secretary
J. P. Sandry, 142 High St. Financier
107. **ECLIPSE; Gallon, Ohio.**
Meets every Thursday at 7:30 P. M. in B. L. E. Hall, cor. W. Main St. and Public Square.
C. H. Ness Master
E. W. Armor, Box 701 Secretary
J. A. Farnworth, Box 283 Financier
108. **PIONEER; Chama, New Mexico.**
Meet in D. & R. G. Passenger Depot every Wednesday at 7:30 P. M.
G. Mack, Box 20 Master
W. Gordon, Box 20 Secretary
H. Berndt, Box 17 Financier
109. **PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays at 7:30 P. M.
L. Fisher, 214 S. Beaumont St. Master
W. M. White, 710 S. Broadway Secretary
J. L. Pate, 2808 Rutger St. Financier
110. **OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 Master
A. J. Craft Secretary
E. Stauffer Financier
111. **BEACON; Mattoon, Ill.**
Meets in B. L. E. Hall every Tuesdays at 7:30 P. M.
R. W. O'Brien, Box 45 Master
M. J. Hefferman Secretary
C. J. Singleton, Box 50 Financier
112. **EVENING STAR; Mt. Vernon, Ill.**
Meet 1st and 3d Sundays at 6:30 P. M. in Masonic Hall.
S. R. Wild Master
J. C. Branham Secretary
J. C. Branham Financier
113. **CLARK-KIMBALL; Eagle Rock, Idaho.**
Meets every Thursday at 7:30 P. M. in Engineer's Hall.
G. L. Oram, Box 41 Master
L. S. Harris, Box 41 Secretary
T. Moore, Box 41 Financier
114. **MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M.
H. Gutch Master
A. Heenan, Box 85 Secretary
R. N. Wind, Box 354 Financier
115. **GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays.
H. L. Briggs, 564 E. Church St. Master
J. Killeen, Post Office St. near 36th Secretary
W. Powell, Northeast Corner 39th St. and Broadway Financier

- 116. ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays.
M. D. Anderson Master
J. L. Gray Secretary
O. Blodgett Financier
- 117. BEAVER; London, Ontario.**
Meets 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.
G. Angles, 385 Grey St. Master
R. Lister, 315 Grey St. Secretary
S. T. Fletcher, 221 Maitland St. Financier
- 118. STAR OF THE EAST; Richmond, Quebec.**
Meets in Pierson's Hall Wednesdays at 7:30 P. M.
J. Kelly, Richmond Station Master
G. A. Pearson, Richmond Station Secretary
J. Damant, Richmond Station Financier
- 119. COLONIAL; River du Loup, Quebec.**
Meets every Wednesday at 8 P. M.
G. Findlay, Hadlow Cove, S. Quebec Master
L. D. Poulin, I. C. Ry. Station Secretary
G. Findlay, Hadlow Cove, So. Quebec, Financier
- 120. FORTUNE; Syracuse, N. Y.**
Meet every Tuesday at 7:30 P. M. in C. M. B. A. Hall.
S. Mangano, 210 Otisco St. Master
S. W. Watkins, Jr., 1½ Welch Block, Fabius St. Secretary
G. L. Rousson, 58 Gertrude St. Financier
- 121. FELLOWSHIP; Corning, N. Y.**
Meet 1st and 3d Sundays at 8 P. M. in K. of H. Hall
J. L. Krebs Master
F. E. Haumer Secretary
G. R. Quick, L. Box 232 Financier
- 122. H. B. STONE; Beardstown, Ill.**
Meets at 25 Federal St., over Manning & McKeown's Drug Store, every Tuesday at 7:30 P. M.
D. A. Sherman, Box 148 Master
H. Henson, Box 397 Secretary
W. W. Seeley, Box 331 Financier
- 123. OVERLAND; Omaha, Neb.**
Meets every Wednesday at 7 P. M.
T. Anderson, U. P. round house Master
E. E. Fair, 1212 Pierce St. Secretary
James B. Fair, 912 So 12th St. Financier
- 124. PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays.
H. Draper Master
B. H. Giles Secretary
H. A. Draper Financier
- 125. GUIDE; Marshalltown, Iowa.**
Meets 2d and 4th Sundays at 1:30 P. M.
J. M. Speers Master
F. W. Snyder Secretary
M. Kelleher Financier
- 126. COMET; Austin, Minn.**
Meet at 102 Main St. 2d and 4th Sundays at 3 P. M.
P. F. McNamara Master
F. A. Fairbanks Secretary
P. M. Chambers Financier
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets 1st Wednesday and 3d Sunday.
J. F. Marshall, C. P. R. R. shops Master
J. Barnes, 184 Ross St. Secretary
J. G. Jonah, 226 McWilliams St. Financier
- 128. LANDMARK; Glendive, Montana.**
Meets 1st and 3d Sundays at 2 P. M.
T. W. Clayton, Box 24 Master
J. J. Pollard, Box 55 Secretary
W. Jones, Box 55 Financier
- 129. MINERAL KING; Escanaba, Mich.**
Meet 2d and 4th Sundays at 2 P. M. in B. of L. E. Hall.
G. W. Siminon, Box 426 Master
M. Shields, Box 185 Secretary
R. E. Gorham, Box 422 Financier
- 130. GUIDING STAR; Milwaukee, Wis.**
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
A. Knapp, 434 Barclay St. Master
G. Tripp, 358 Jackson St. Secretary
H. L. Nichols 344 VanBuren St. Financier
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meet in Redfield's Hall 2d and 4th Sundays at 2:30 P. M. and 1st and 3d Fridays at 7 P. M.
M. J. Moore Master
W. S. Collins Secretary
W. S. Collins Financier
- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meet in Howell's Hall, Broadway, Depot Block, 1st and 3d Sundays at 2:30 P. M.
J. H. Howell, Box 7 Master
L. V. Roberts, Box 318 Secretary
W. J. Coleman, Box 7 Financier
- 133. SPRAGUE; Sprague, Washington Ty.**
Meets in Masonic hall, 2d and 4th Sundays.
J. Miller Master
M. E. Montgomery Secretary
H. C. Swain, Box 97 Financier
- 134. EASTMAN; Farnham, Quebec.**
Meets 2d Mondays at 8 P. M. and 4th Sundays at 9 P. M.
L. Robinson, Farnham, Quebec Master
H. E. Cowan Secretary
E. W. Gibson, Farnham, Que Financier
- 135. NEW YEAR; El Paso, Texas.**
Meet in B. of L. F. Hall every Tuesday at 7 P. M.
W. Cowan, Box 184 Master
N. H. Luff, Box 184 Secretary
J. M. Barton, Box 184 Financier
- 136. J. SCOTT; Port Hope, Ontario.**
Meet north side Wilton St., two doors west of Mechanic Institute, alternate Sundays at 2 P. M.
T. A. Pratt, Box 166 Master
J. McMahon, Box 166 Secretary
R. M. Johnson, Box 166 Financier
- 137. PROTECTION, Eldon, Iowa.**
Meets 2d and 4th Mondays.
W. T. Brown Master
J. Hull Secretary
L. C. Allen Financier
- 138. UNION; Freeport, Ill.**
Meet in A. O. V. F. Hall 2d and 4th Sundays at 2 P. M.
J. Flack, Box 1301 Master
S. Shaughnessy, Box 1489 Secretary
H. Stow, Box 1287 Financier
- 139. MT. WHITNEY; Tulare, Cal.**
Meets every Sunday at 2 P. M.
P. A. Murray Master
J. J. Norton Secretary
W. M. Cole, L. Box 242 Financier
- 140. MOUNT OURAY; Salida, Colo.**
Meets every Monday at 7:30 P. M. in Masonic Hall.
H. N. Lowry, Box 176 Master
J. L. West, Box 39 Secretary
J. P. Sappington, L. Box 509 Financier
- 141. A. G. PORTER; Fort Wayne, Ind.**
Meet at 140 Calhoun St. every Wednesday at 7:30 P. M.
J. C. Short, 5 Pearl St. Master
A. J. Kohler, 34 Allen St. Secretary
W. R. Frederick, 415 Lafayette St. Financier
- 142. C. R. WHIPPLE; Toledo, Ohio.**
Meets 1st and 3d Sundays and 2d Wednesday, over 315 Broadway.
J. M. Gorman, 40 Middle St. Master
L. H. Heeman Secretary
G. W. Nesper, 420 Broadway Financier
- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
J. M. White, 1714 Lincoln St. Master
G. W. Randall, 817 E 16th st, E Oakland, Secretary
F. S. Small, 914 Wood St. Financier
- 144. SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st Saturday at 8 P. M. and 3d Sunday at 1 P. M. in Patterson's Hall, I. C. R. Depot.
W. Bastin, Box 459 Master
F. Matherson, Box 448 Secretary
W. Bastin, Box 459 Financier

- 145. DAVY CROCKETT; San Antonio, Texas.**
Meet in K. P. Hall every Thursday at 2 P. M.
J. Sullivan, 1110 Ave. D. Master
H. M. Brown, 818 Ave. D. Secretary
H. M. Brown, 818 Ave. D. Financier
- 146. BAYOU CITY; Houston, Texas.**
L. McAuliff, T. & N. O. Shops Master
H. H. Daniels, T. & N. O. Shops Secretary
J. J. Sangster, 63 Centre St. Financier
- 147. MIDLAND; Temple, Texas.**
Meet in K. P. Hall every Sunday at 3 P. M.
W. R. Sherwood Master
T. J. Robbins Secretary
P. E. Corcoran Financier
- 148. SUNNY SOUTH; Tyler, Texas.**
Meets every Friday at 7:30 P. M.
J. Taaff Master
E. E. Smith Secretary
B. Cooney Financier
- 149. JUST IN TIME; New York, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 59th street.
G. Ford, 508 W. 125th St. Master
A. VanTassel, 820 Greenwich St. Secretary
W. J. McColl, 932 6th Ave. Financier
- 150. S. M. STEVENS; Marquette, Mich.**
Meets 2d and 4th Sundays at 2 P. M., cor. Washington and 3d sts.
L. L. Hood, L. Box 217 Master
J. Loftus Secretary
L. L. Hood, L. Box 217 Financier
- 151. MAPLE LEAF; Hamilton, Ontario.**
Meet Cor. James and King William Sts. 1st and 3d Sundays at 2:30 P. M.
T. McHattie, 13 Mill St. Master
S. Roberts, 26 Locomotive St. Secretary
H. R. Hall, 63 Locomotive St. Financier
- 152. DUNLAP; Wells, Minn.**
Meets every Sunday at 3 P. M.
C. Ellington, Box 60 Master
R. G. McCoy Secretary
W. A. Searles Financier
- 153. H. C. LORD; Fort Scott, Kansas.**
Meets in I. O. O. F. Hall on Scott ave 1st and 3d Sundays at 3 P. M.
G. K. Bates, Box 310 Master
J. J. Lynch Secretary
H. L. Wright, Box 89 Financier
- 154. McKEEN; Ottawa, Kansas.**
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M.
H. H. Kelly Master
E. Wall Secretary
G. L. Northrup Financier
- 155. TEXAS BELLE; Greenville, Texas.**
Meets every Friday at 7:30 P. M.
J. W. Corn, L. Box 164 Master
E. H. Sims, L. Box 164 Secretary
L. Ryan, L. Box 92 Financier
- 156. NECHES; Palestine, Texas.**
Meets every Saturday at 7:30 P. M.
H. M. Jones, Box 256 Master
C. H. Marshall, Box 256 Secretary
E. Wilcox, Box 256 Financier
- 157. ECHO; Peru, Ind.**
Meets 1st and 2d Sundays at 2 P. M. and 3d and 4th Thursdays at 7 P. M., over Geves' Drug store on Broadway.
C. H. Wair Master
H. P. Matthews Secretary
Thos. H. Wade, Box 336 Financier
- 158. STANDARD; Detroit, Mich.**
Meets 2d and 4th Sundays at 2:30 P. M., at No. 47 Monroe ave., upstairs.
T. Teshan, 386 Fort St., E. Master
E. Heidenrich, 124 Hastings St. Secretary
J. Nopper, Adrian, Mich. Financier
- 159. W. H. THOMAS; Nashville, Tenn.**
Meets every Saturday at 7:30 P. M., cor. Union and Summer sts.
J. J. Clark, L. & N. Shops, E. Nashville, Tenn. Master
P. M. Heslon, N. & D. Shops Secretary
E. P. Bishop, Jr., 69 So Union St. Financier
- 160. C. J. HEPBURN; Evansville, Ind.**
Meets 2d and 4th Sundays at 2 P. M.
W. J. Torrance, 413 William St. Master
W. Winder, 1206 Walnut St. Secretary
A. J. Warner, 710 Upper 5th St. Financier
- 161. HERALD; Burlington, Iowa.**
F. W. Barlow, C. B. & Q. Round House. Master
W. B. Bock, 225 Darwin St. Secretary
J. D. Hawksworth, 2008 Madison St. Financier
- 162. PROSPECT; Elkhart, Ind.**
Meet 506 Main St. 1st Sunday at 2 P. M. and every Wednesday at 7 P. M.
C. E. Wear Master
D. F. Wagner Secretary
P. A. Hamilton Financier
- 163. ETNA; Pine Bluff, Ark.**
Meets every Friday at 7 P. M., in Masonic Hall.
M. R. Carson, L. Box 56 Master
J. J. Meehan, L. Box 56 Secretary
D. Hope, L. Box 56 Financier
- 164. EEL RIVER; Butler, Ind.**
Meets in I. O. O. F. Hall, on Broadway.
E. A. Laughran, Box 247 Master
P. J. Richardson Secretary
J. Derck, Box 47 Financier
- 165. ROBERT ANDREWS; Andrews, Ind.**
Meets every Sunday at 2 P. M.
A. J. Boughton Master
T. Cunningham, Box 799 Secretary
M. E. Davis Financier
- 166. WM. HUGO; Huntington, Ind.**
F. Holland, Box 871 Master
D. H. Fenton, Box 325 Secretary
C. E. Wyman, Box 499 Financier
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meet at I. O. O. F. Hall every Monday at 7 P. M.
G. M. Thompson Master
G. B. Leach Secretary
Ed E. Joslin, Box 109, Albina, Ore. Financier
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets in O'Neil's new building, 705 Rose St., 1st Sunday at 7 P. M. 3d Sunday at 2 P. M.
L. McHugh Master
G. Hiscott, 713 Caledonia St. Secretary
C. McCain, 802 Caledonia St. Financier
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets at Washington Hall, Arcade Building, Broad St.
H. Grover, Box 669 Master
J. A. Hammond Secretary
A. H. Spencer, Box 1025, Hornellsville, N. Y. Financier
- 170. PRAIRIE; Huron, Dakota.**
Meets 2d and 4th Sundays at 3 P. M.
S. P. Malone Master
D. Bartlett, Box 36 Secretary
E. Bonsteel Financier
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets 2d and 4th Thursdays.
F. Geddes Master
T. Fitzgerald, 237 Campbell Road, Richmond, Halifax Secretary
F. M. White Financier
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays at 2 P. M. in Manchester Block.
J. Wilson, 140 Queen St. West Master
J. Smith, 672 Wellington St. Secretary
J. S. Ferguson, Rochesterville P. O., Ottawa, Ont. Financier
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday evening.
O. J. Sandford Master
F. M. Armstrong, L. Box 44 Secretary
A. C. Seely, Williams, Arizona Financier
- 174. HARRISBURG; Harrisburg, Pa.**
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
W. C. Taylor, 1506 N. 5th St. Master
H. O. Motter, 1537 Ridge Road Secretary
H. McNeal, 1208 Sixth St. Financier

- 175. TAYLOR; Newark, Ohio.**
Meet in P. O. S. of A. Hall 1st and 3d Tuesdays at 7 P. M.
R. C. Beall, Box C Master
J. Adkins, Box C Secretary
J. Adkins, Box C Financier
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
W. F. Gorman, Box 295 Master
A. G. Turlay, Box 41 Secretary
C. H. Porter, Box 41 Financier
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7 P. M.
J. Fink Master
G. M. Lovett Secretary
W. Kane, Box 184 Financier
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets over Desert National Bank, cor. 1st and Main Sts., every Saturday at 7:30 P. M.
J. C. Duntion, Box 586 Master
E. W. Foote, 76 W. 5th St. Secretary
P. T. Tibbs, 146 S. 3d W. St. Financier
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays at 3 P. M.
J. Robinson, 748 N. 10th St. Master
J. E. Gardner, Corner 9th and U St. Secretary
S. Walters, 437 S. 9th St. Financier
- 180. THREE STATES; Cairo, Ill.**
Meets every Sundays at 2:30 P. M.
M. S. Egan Master
Jno. Grundy Secretary
C. Hewitt, C. V. & C. R. R. Financier
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
J. Caudle Master
D. J. Nicoll Secretary
Jas. Nicholson Financier
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Pearl St.
T. F. Judge, 18 Hickory st Master
G. W. Miller, 229 w. 22d st Secretary
G. W. Welch, 17th and Hickory sts Financier
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets every Tuesday at 1:30 P. M., in Engineer's Hall.
J. M. Gaines, Box 152 Master
H. I. Miller, Box 154 Secretary
G. W. Moses, Box 73 Financier
- 184. LIMA; Lima, Ohio.**
Meet at 1 P. M. 2d and 4th Sundays, in Fitz' Block Third Floor.
P. A. Branson, Box 808 Master
E. L. Melhorn Secretary
C. M. Hufty Financier
- 185. FIDELITY; Delphos, Ohio.**
Meets every Sunday at 2 P. M.
W. Van Gelsen, Box 87 Master
J. Kuhns Secretary
H. Prilliman Financier
- 186. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 3834 State St., 1st and 3d Sundays at 2 P. M.
T. J. Scanlon, 3701 Wentworth Ave. Master
W. H. Smith, 4228 Wentworth Ave. Secretary
G. H. Mitchell, 2245 Wentworth Ave. Financier
- 187. LITTLE GIANT; Charleston, Ill.**
Meets 1st and 3d Sundays at 2:30 P. M.
J. Traimor Master
H. T. Lyons Secretary
L. H. Linn, Box 402 Financier
- 188. S. S. MERRILL; Chicago, Ill.**
Meet 786 W. Lake St. 2d and 4th Sundays at 2:30 P. M.
J. K. Doherty, 156 Northwestern Ave. Master
E. P. Tobias, 975 W. Lake St. Secretary
H. Price, 1019 A Fulton St. Financier
- 189. BALDWIN; Ft. Howard, Wis.**
Meet in Nau's Block, Green Bay, Wis., every Sunday at 3 P. M.
E. B. Mayo, L. Box 4 Master
J. Woods, L. Box 352 Green Bay, Wis. Secretary
I. R. Johnson, Box 215 Financier
- 190. FERGUSON; Mitchell, Dakota.**
Meets 1st and 3d Sundays.
W. M. Smith Master
W. S. Crandell, Box 84 Secretary
H. O. Conkey, Box 223, Sanborn, Ia. Financier
- 191. CUSTER; Livingston, Montana.**
Meets every Wednesday at 7 P. M.
J. S. Foley, L. Box 16 Master
W. O'Neill Secretary
W. T. Field, L. Box 16 Financier
- 192. MT. TACOMA; New Tacoma, Washington Ty.**
Meets 2d and 4th Sundays.
C. W. Tullis Master
A. Geary, Box 526 Secretary
F. H. Andrews Financier
- 193. J. B. MAYNARD; Albina, Oregon.**
Meets 2d and 4th Sundays at 2:30 P. M.
H. W. Hall, Box 287, East Portland, Oregon. Master
H. W. Ingalls Secretary
E. C. Smith, Albina, Oregon Financier
- 194. BONANZA; Missoula, Montana.**
Meets 1st and 3d Sundays.
J. P. Case, L. Box 34 Master
J. A. Foster, L. Box 34 Secretary
W. E. Watson, L. Box 34 Financier
- 195. RE-ECHO; Shoshone, Idaho.**
Meet Cor. Post and Green Sts. every Sunday at 3 P. M.
J. H. Woffington Master
J. Becker Secretary
D. Hill Financier
- 196. CLOUD CITY; Leadville, Colo.**
Meet in Haven & Beman's Block every Friday at 7:30 P. M.
E. G. Haskins, Box 330 Master
L. C. Cooper, Box 330 Secretary
W. H. Joyner, Box 330 Financier
- 197. RIVERSIDE; Savanna, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
W. S. Griffith, L. Box N. Master
C. Latham, Box 446 Secretary
C. Latham, Box 446, Savanna, Ill. Financier
- 198. MAPLE CITY; Norwalk, Ohio.**
Meets in K. P. Hall 1st and 3d Sundays at 2 P. M.
L. R. Sherman Master
J. E. Houghton Secretary
T. H. Sheppard Financier
- 199. MAHONING; Youngstown, Ohio.**
J. H. Mulvey, 513 Burnett St. Master
D. Heinselman, 313 Henrietta St. Secretary
D. Heinselman, 313 Henrietta St. Financier
- 200. GREAT SOUTHERN; Meridian, Miss.**
Meets on Front St., every Monday at 7:30 A. M.
W. Fulcher Master
R. E. Stack, Box 463 Secretary
L. H. Munn Financier
- 201. FRIENDLY HAND; Jackson, Tenn.**
Meets 1st Wednesday and 3d Thursday at 7 P. M.
T. G. Emmons Master
D. W. Shea Secretary
J. D. Bledsoe Financier
- 202. SCIOTO; Chillicothe, Ohio.**
Meets 1st Sunday afternoon and 3d Monday evening.
R. Basin, Box 1231 Master
A. E. Maunsell, Box 1231 Secretary
S. A. Barker, Box 1231 Financier
- 203. GARFIELD; Garrett, Ind.**
Meets every Friday at 7 P. M.
T. H. Mowry, Box 287 Master
J. H. Reneman, Box 351 Secretary
H. Bradford, Box 116 Financier
- 204. MONTEZUMA; Las Vegas, New Mexico.**
Meets every Thursday at 7:30 P. M.
W. H. Barber, Box 45 Master
A. J. Armagost, Box 492 Secretary
J. C. Sharp, care A. T. & S. F. offices Financier
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays in A. O. U. W. hall.
G. Atherton, 53 So. Kline St. Master
H. A. Seelinger, 146 Jefferson St. Secretary
J. R. Musselman, 79 Chandler St. Financier

- 203. BLACK DIAMOND; Conneaut, Ohio.**
Meets 1st and 3d Wednesdays at 7 P. M.
G. M. Jones Master
H. Byron Secretary
O. E. Work Financier
- 207. LOYAL; Meadville, Pa.**
Meets 2d and 4th Wednesdays.
T. S. Taylor Master
J. McKee Secretary
A. Heckman Financier
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in Doran's Block, Main st., alternate Tuesdays and Saturdays.
J. J. Lannan, Box 131 Master
W. B. Smith Secretary
C. Anderson, Box 337 Financier
- 209. SARATOGA; Whitehall, N. Y.**
Meet in Arked Building.
T. Dorcal Master
J. McCarty Secretary
W. R. Combs Financier
- 210. 19-K; Schenectady, N. Y.**
Meets 1st and 3d Mondays at 7:30 P. M.
J. E. Van Vranken, Box 497 Master
W. Goggins, Box 497 Secretary
T. Smith, Box 497 Financier
- 211. ONOKO; South Easton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
D. W. Henry, Wilkesbarre St Master
S. F. Milheim, 436 Center St Secretary
C. Long, 716 Main St Financier
- 212. EMPIRE; Watertown, N. Y.**
Meets 2d Monday at 7 P. M. and 4th Sunday at 2 P. M., in Good Templar's Hall, Public Square.
C. T. West, 55 Prospect St Master
J. E. Exner, 28 Meadow St Secretary
T. H. Lynch, 52 Stone St Financier
- 213. WEST SHORE; Frankfort, N. Y.**
Meet in Joslin Block every Tuesday at 7:30 P. M.
W. F. Wright, Box 554 Master
K. G. Gifford, Box 554 Secretary
M. E. Stafford, Box 554 Financier
- 214. ORIOLE; Baltimore, Md.**
Meets 2d and 4th Sundays at 2 P. M. at 75 Linden Ave.
C. S. Bowen, 261 N. Caroline St Master
L. G. West, 97 N. Bond St Secretary
J. W. D. Bowen, 97 N. Bond St Financier
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in Engineers' Hall, 2d and 4th Sundays.
A. L. Babcock Master
N. M. Burch, 457 Broadway Secretary
F. P. Brookaby, 59 Washington St., Greenbush, N. Y. Financier
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sundays at 2:30 P. M., at 129 Main street.
W. E. Taylor, 20 South St Master
F. S. Moore, 115 Myrtle St Secretary
W. H. Swinerton, 41 Winter St Financier
- 217. DEBBICK; Oil City, Pa.**
Meets 2d Tuesday and 4th Wednesday, in G. A. R. hall, Center st.
J. A. Kennerly, Box 157 Master
J. Jefferson, Box 520 Secretary
F. Sleeper, Box 94 Financier
- 218. TWO RIVERS; Pittsburgh, Pa.**
Meet 2d and 4th Sundays at 2 P. M. at 102 4th Ave.
A. T. Richey, 319 Carson St., S. Side Master
W. B. Davis, Wyoming St., 32d Ward Secretary
E. McHugh, Bertha St., 32d Ward Financier
- 219. SMOKEY CITY; Allegheny, Pa.**
Meet every Monday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
R. Beeson, 271 Franklin St Master
H. B. Shaffer, 222 Junatli St Secretary
E. D. Cawley, 225 Washington Ave Financier
- 220. PROVIDENT; Sanbury, Pa.**
Meets in Cooper's Hall, 1st and 3d Sundays at 1 P. M.
J. E. Bowen Master
L. Campbell Secretary
C. C. Bowen, 1123 Wallace St., Harrisburg, Pa. Financier
- 221. HURON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
S. Allward, Box 69 Master
H. J. Carruthers, Box 87 Secretary
C. Wilkie Financier
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. W. Gardner Master
F. Crockett Financier
O. E. Adams Secretary
- 223. ASHLAND; Lexington, Ky.**
Meet in I. O. O. F. Hall 1st and 3d Thursdays at 7:30 P. M.
H. M. Chandler, C. & O. R. R. Shops Master
G. F. Little, Box 390, Paris, Ky Secretary
J. H. Cavins, 46 Drake St Financier
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets 2d and 4th Sundays at 3 P. M. at Masonic Hall.
F. Marvin Master
A. Vogel, Box 367 Secretary
A. Vogel, Box 367 Financier
- 225. SUPERIOR; Fort William, Ontario.**
Meets 1st Monday at 8 P. M. and 2d Tuesday at 3 P. M.
G. E. Glassford, Neebring, Ont Master
H. Poole, Neebring, Ont Secretary
B. Wheatly, Neebring, Ont Financier
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Sundays at 1:30 P. M., Cor. Collin and Hardy streets.
R. Gowanlock, L. Box 100 Master
W. M. Nicol, L. Box 230 Secretary
W. M. Nicol, L. Box 230 Financier
- 227. MAGNET; Binghamton, N. Y.**
Meets 1st and 3d Sunday afternoons and 2d and 4th Thursday evenings in Stearn's Hall, North Chenango St.
F. W. Parsons Master
W. W. Stonier, 69 Eldridge St Secretary
J. W. Millett, 101 Eldridge St Financier
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
E. Wint, 1533 Mylert St Master
E. Tewksbury, Fairview Ave Secretary
J. O. Bayley, 1803 Sanderson ave Financier
- 229. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
J. J. Quirk, 158 Catharine St Master
F. E. Beach, 262 Bleecker St Secretary
R. E. Jacobs, 139 Elizabeth St Financier
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays at 7:30 P. M. at 206 Washington Ave.
G. W. Gilkerson, 38 Knox St Master
J. J. Gilk, 180 N. Pearl St Secretary
G. M. Jeffers, 36 Ontario St Financier
- 231. DELAWARE; Wilmington, Delaware.**
Meet 1st and 3d Sundays 2 P. M. at 504 Market St.
W. Maguire, 600 Poplar St Master
J. B. Cash, 400 1/2 Poplar St Secretary
F. Mount, 507 E. 5th St Financier
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays at 1 P. M. and 3d Friday at 7 P. M.
F. Pollison Master
W. H. Tidaback Secretary
E. G. Reynolds, Box 1117 Financier
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
Meets in No. 3 Engine Room, Cor. Main and Foundry Sts.
G. W. Anderson Master
F. Probert Secretary
R. H. Coggan Financier
- 234. NORTH BAY; North Bay, Ontario.**
Meets 1st and 3d Sundays at 2:30 P. M., in B. of L. F. hall, Main St.
J. R. Graham, Railroad st Master
O. Lassman, Main st Secretary
J. Fallon, Main st Financier

- 225. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. B. Barney, 9 Mayflower St., East Pitts-
burgh, Pa. Master
J. W. Walker, 3002 Penn Ave. Secretary
J. W. Moyer, 3410 Charlotte St. Financier
- 226. HINTON; Hinton, West Virginia.**
Meets 2d and 4th Saturdays at 7:30 P. M.
J. T. Cundiff Master
F. R. May Secretary
J. R. Nutty Financier
- 227. CENTRAL PARK; Central Park, Ill.**
Meets in Tilden School House 1st and 3d Sundays at 10 A. M.
D. J. Fane Master
G. L. Gerew Secretary
T. Chew Financier
- 228. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
J. H. Brewer Master
H. B. Drullman Secretary
H. C. Kehlman Financier
- 229. BUCKEYE; Delaware, Ohio.**
Meets cor. Sandusky and Central Ave. 2d and 4th Sundays at 10 A. M.
A. L. Weiser Master
A. R. Edington, Box 54 Secretary
J. D. Edington, Box 534 Financier
- 240. GILBERT; Jackson, Mich.**
Meets every alternate Sunday at 2 P. M.
G. Hastings, 115 Orange St. Master
J. Bentley Secretary
J. Verburg, 113 East Ave. Financier
- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meet in Liberty Hall 2d and 4th Sundays at 1:30 P. M.
J. McCall, Box 300 Master
A. Krapf, Box 300 Secretary
P. C. Hagerty, Box 300 Financier
- 242. WHEATON; Elmira, N. Y.**
Meet at Ry. Y. M. C. A. Building 1st and 3d Sundays at 2 P. M.
W. T. Delaney, 418 Powell St. Master
E. Denio, 223 Franklin St. Secretary
J. H. Bartholomew, 108 Ferris St. Financier
- 243. J. H. SELBY; Bonham, Texas**
Meet in Odd Fellows' Hall every Sunday at 7 P. M.
J. L. Caudle Master
W. F. Rowe Secretary
E. Harvey Financier
- 244. T. P. O'BROURKE; Chicago, Ill.**
Meet at 400 South Union St. 1st Tuesday at 8 P. M. and 3d Sunday at 2:30 P. M.
P. C. Winn, 142 W. 12th St. Master
E. Atkins, 180 Maxwell St. Secretary
N. E. Nare, 23 O'Brien St. Financier
- 245. GEORGIA; Savannah, Ga.**
Meet Cor. Whittaker and Broughton Sts. every Thursday at 7:30 P. M.
F. Goolsby, 212½ Harris st. Master
A. Hutton, 117½ Barnard st. Secretary
W. L. Ward, Cor. Tatnall and Hunting-
ton Sts. Financier
- 246. MACON; Macon, Ga.**
Meets every Monday at 8 P. M.
N. S. Outler, South Macon Master
W. M. Walker, 349 Fourth St. Secretary
A. J. Vining, 353 Fourth St. Financier
- 247. KENNESAW; Atlanta, Ga.**
Meets 2d and 4th Sundays.
R. M. Davis, 19 N. Bell St. Master
H. T. Waters Secretary
J. M. Baird, W. & A. R. R. Shops Financier
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at G. A. R. hall
J. S. Brown, Box 704 Master
E. N. Packard Secretary
C. E. Hollis, Box 287 Financier
- 249. CALUMET; Stony Island, Ill.**
Meets every Sunday at 7:30 P. M.
S. T. Hooper, Judd, Cook County, Ill. Master
O. J. Austin, South Chicago, Ill. Secretary
L. McKee, Judd, Cook County, Ill. Financier
- 250. GOLDEN LINK; Wilkes Barre, Pa.**
Meets 1st and 3d Sundays at 2 P. M., at Mechanic's Hall.
C. Van Why, Ashley, Pa. Master
Z. B. Stevens, Ashley, Pa. Secretary
E. W. Cole, Ashley, Pa. Financier
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets 1st and 3d Sundays at 2 P. M. at Oak Hall.
Broad street.
Asa Gruver, Box 176 Master
H. B. Fulton, Box 155 Secretary
C. Roberts, Box 275 Financier
- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
L. Mellinger Master
W. A. Glosser Secretary
M. M. Hinkle Financier
- 253. TRENTON; Trenton, N. J.**
Meet 24 E. State St. 1st and 3d Sundays at 2 P. M.
M. H. Johnson, 32 Berrine ave. Master
R. Stackhouse, 697 Broad St., Chambers-
burg, N. J. Secretary
F. P. Parsons, 18 Sandford St. Financier
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
W. A. Lenhart, Box 45 Master
I. C. Perrin, Box 288 Secretary
Fred Hollingsworth, Box 289 Financier
- 255. NEIGHBOR; McCook, Neb.**
Meets 2d and 4th Saturday evenings.
C. G. Potter, Box 464 Master
F. S. Reid, L. Box 494 Secretary
V. T. Thoman, Box 452 Financier
- 256. HIGH LINE; Como, Colo.**
Meet at McFarlan Hall every Thursday at 7:30 P. M.
D. Tompkins Master
George Long Secretary
F. E. Clark Financier
- 257. KIT CARSON; Raton, New Mexico.**
Meets every Sunday at 2 P. M.
C. Miller, Box 56 Master
T. Gatfield, Box 25 Secretary
Patrick Boyle Financier
- 258. RENO; Nickerson, Kansas.**
Meet in I. O. O. F. Hall every Sunday at 2 P. M.
W. H. Ramsey, Box 147 Master
G. H. Arnold Secretary
M. Norton, Box 264 Financier
- 259. LA JUNTA; La Junta, Colo.**
Meets every Wednesday at 7:30 P. M.
E. Turk Master
F. Schmidt Secretary
P. Schurby, Box 51 Financier
- 260. CALIFORNIA; Sacramento, Cal.**
Meet every Thursday at 7 P. M. in Red Men's Hall, Masonic building, 6th and K Sts.
F. Witham, C. P. Round House Master
G. E. Hanford Secretary
C. W. Cox, 1517 N st. Financier
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets in B. L. E. hall, 1st and 3d Sundays and 2d and 4th Tuesdays.
E. Worrell, Box 41 Master
W. L. Ewing, Box 75 Secretary
W. Taylor Financier
- 262. QUEEN CITY, West Toronto Janet., Ont.**
Meets alternate Saturdays at 7:30 P. M.
J. M. Roddick Master
W. Hyndman Secretary
F. A. Sproule Financier
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at 8 P. M.
I. P. Greene, Box 10 Master
A. E. Hayden, Box 10 Secretary
M. Moynahan, Box 10 Financier
- 264. J. K. GILBREATH; Butte City, Montana.**
Meet in Cobban Hall every Thursday at 8 P. M.
T. Malee, Box 832 Master
J. S. Sweeney, Box 832 Secretary
M. W. Fitzgerald, Box 832 Financier

- 265. GRAND RIVER; Grand Rapids, Mich.**
Meet at 73 Canal St. 1st and 3d Sundays at 2:30 P. M. and last Wednesday at 7:30 P. M.
H. Norris, 58 River St. Master
J. Bessey, 525 S. Division St. Secretary
J. Kistelman, 5 Olive St. Financier
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meet in B. of L. F. Hall alternate Sundays and Wednesdays.
G. P. O'Connell Master
J. Conway Secretary
A. Krienke Financier
- 267. ENDEAVOR; Algiers, La.**
Meets every Monday at 2 P. M. at Castle Hall, Front street.
A. H. Flynn Master
H. H. Hardey, Gretna, La. Secretary
W. Maguire, 207 Peters St. Financier
- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
A. C. Jeffrey, 118 Boyce St. Master
C. H. Blakeslee, 217 Tenth St. Secretary
T. O'Leary, 52 McCreary St., Cor Hines, Nashville, Tenn. Financier
- 269. O. K.; Cincinnati, Ohio.**
Meet N. W. 8th and Freeman Sts. 1st and 3d Sunday evenings of each month.
F. O. Miller, 27 Hathaway St. Master
E. Mack, 162 Freeman St. Secretary
C. W. Moore, 156 Carr St. Financier
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday at 2 P. M. and 3d Saturday at 7:30 P. M. Cor. Franklin and Bloomington ave. So.
S. B. Thompson, 2216 Cedar Ave. S. Master
W. L. Higbee, 2432 Bloomington ave. Secretary
D. Lucas, 407 Fifth St. S. Financier
- 271. BYRAM; Stanhope, N. J.**
Meet in Clark Hall 2d and 4th Saturday at 7:45 P. M.
Wm. Weller, Box 25, Port Morris, N. J. Master
R. A. Trezise, Box 30, Port Morris Secretary
Isaac J. Shields, Stanhope, N. J. Financier
- 272. WILSON; Junction, N. J.**
Meets at Well's Hall, Main St. 1st and 3d Sundays at 1 P. M.
J. Osman Master
G. B. Weller Secretary
F. Maxwell Financier
- 273. DENVER; Denver, Colo.**
Meet at 430 Santa Fe St.
F. F. Desmond, 268 Santa Fe St. Master
G. M. Wilson, 416 S. 9th St. Secretary
G. Smith, 208 Thirteenth St. Financier
- 274. JACKSON; Clifton Forge, Va.**
Meets every Sunday at 10 A. M.
J. W. Myers Master
B. H. Thomas Secretary
J. W. Barrett Financier
- 275. LEE; Richmond, Va.**
Meets 1st and 3d Sundays at 1:30 P. M., in Thoms' Hall. Cor. 17th and Main Sts.
C. R. Dean, 601 N. 17th St. Master
N. B. Arnall, 601 N. 17th St. Secretary
C. L. Johnson, 1009 Buchanan St. Financier
- 276. GRAFTON; Grafton, W. Va.**
Meet in Odd Fellows' Hall every Sunday at 2 P. M.
G. Wright Master
Geo. W. Williams, Piedmont W. Va. Secretary
A. I. Enoch, Grafton W. Va. Financier
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
J. B. Jackson, L. & N. Shops Master
G. B. Clark, L. & N. shops Secretary
L. S. Smith, L. & N. shops Financier
- 278. ANDERSON; Vicksburg, Miss.**
Meets every Sunday at 7:30 P. M.
H. E. Parks Master
L. W. Christmas, Box 482 Secretary
M. E. Murphy, L. Box 482 Financier
- 279. METEOR; McComb City, Miss.**
Meets 1st and 3d Sundays at 3 P. M. in Odd Fellows' Hall.
C. S. Fisk, Box 87 Master
I. H. Martin, Box 87 Secretary
Wm. McIntyre Financier
- 280. OZARK; Thayer, Mo.**
Meets in Sachre's Hall 2d and 4th Sundays at 9 A. M. and 1st and 3d Sundays at 7 P. M.
W. H. Lores Master
J. A. Atyeo Secretary
G. Bennett Financier
- 281. TUNNEL HILL; New Albany, Ind.**
Meet in Heddin's Hall 1st and 3d Sundays at 2 P. M.
W. C. Brown Master
E. E. Reeves Secretary
C. Sinex Financier
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meet on Main, between 3d and 4th Sts., every Sunday at 2 P. M.
Bert Launt Master
C. Minnear Secretary
Frank T. Barton Financier
- 283. LACKAWANNA; Great Bend, Pa.**
Meets 1st and 3d Saturdays at 8 P. M. in Red Men's Hall, Day's Bk., Main st.
F. J. May, Hallstead, Pa. Master
J. F. McCormick, Hallstead, Pa. Secretary
H. P. Trowbridge, Hallstead Pa. Financier
- 284. ELM CITY; New Haven, Conn.**
Meets at Elk's Hall; 852 Chapel St. 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M.
J. H. Hall, 186 Rosette St. Master
E. S. Alling, 93 Cedar St. Secretary
C. T. Downs, 123 Cedar St. Financier
- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month at 1:30 P. M., at 3 Pratt st.
W. W. Hosford, 15 Elm St. Master
W. F. Day, 119 Ann St. Secretary
H. L. Stearns, 115 Trumble St. Financier
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meet at 119 N. Jefferson St. 2d and 4th Sundays at 1:30 P. M.
F. Shinsky, L. Box 500 Master
A. Fixel, 806 north 5th st. Secretary
C. L. Sterling, 701 N. Jefferson St. Financier
- 287. ALTOONA; Altoona, Pa.**
Meets in Otto's Hall, E. 12th St., bet. 8th and 9th Ave. every Sunday at 1 P. M.
J. W. Woomer, 1903 Union Ave. Master
C. W. Armstrong, 431 8th Ave and 5th St. Secretary
F. A. Davis, 1903 Union Ave. Financier
- 288. EMMET; Estherville, Iowa.**
Meet in Masonic Hall 1st Sunday at 2 P. M. and 3d Monday at 7 P. M.
W. S. Davis, L. Box 17 Master
P. J. Sullivan, Box 48 Secretary
G. Godden, Box 124 Financier
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets every Friday evening cor. 3d and Pine sts.
J. W. Allwine, L. Box 135 Master
G. Morgan, Box 575 Secretary
J. F. Shannon Financier
- 290. MABION; Hannibal, Mo.**
Meets 2d and 4th Sundays at Constellation Hall.
J. T. Hart, 412 Washington St. Master
G. Coffman Secretary
J. C. Shaw Financier
- 291. ATLANTIC; Brooklyn, N. Y.**
Meet in Schielleim Hall, Atlantic and Vermont Aves., 2d and 4th Saturdays at 8 P. M.
J. R. Johnston, 36 N. Oxford St. Master
H. N. Martin, Jamaica, L. I. Secretary
W. C. Latimer, 118 Hall St. Financier
- 292. MONUMENTAL; Baltimore, Md.**
Meets every Friday at 7:30 P. M. in Armstrong & Denny's Hall, Cor. Light and Montgomery Sts.
W. H. Zepp, 140 Ridgely St. Master
S. E. LaBarrre, 188 Scott St. Secretary
J. S. Norris, 355 William St. Financier
- 293. LAFAYETTE; Philadelphia, Pa.**
Meet Cor. Frankfort Road and Sargent St. 2d and 4th Sundays at 1 P. M.
J. J. Leahy, 2627 Freemont St. Master
W. J. Wilkinson, 2525 Cedar St. Secretary
E. Farley, 2658 Memphis St. Financier

- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in
Palmer's building, 3d ave., bet. 8th and 9th sts.
B. Hagen Master
J. D. Terrell Secretary
O. G. Temple, Box 282 Financier
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
E. W. Mason, Room 6, Davis Block Master
M. L. Mitchell, 320 Rock Island St. Secretary
W. T. Emerson, 221 Harrison St. Financier
- 296. AT LAST; Knoxville, Tenn.**
Meets every Sunday evening, corner Gray and
Clinch streets.
J. R. Crittenden, 118 W. Depot St. Master
R. A. Manning, 138 Broad St. Secretary
D. B. Yearwood, 71 Richards St. Financier
- 297. CLARK; Jeffersonville, Ind.**
C. E. Buehler Master
W. F. Leonard Secretary
A. B. Chambers Financier
- 298. GLENCOE; St. Louis, Mo.**
Meets 1st and 3d Sundays at 8 P. M., Corner Mar-
ket St. and Ewing Ave.
G. Andrews, 2843 Market St. Master
W. J. Murphy, 314 Montrose Ave Secretary
C. Brantner, 327 Ewing Ave Financier
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
M. Prescott Master
C. H. Ridge, Box 87 Secretary
T. McBride Financier
- 300. HARBOR CITY; Michigan City, Ind.**
Meet 1st Monday at 2 P. M. and 3d Monday at 7
P. M., over First National Bank.
C. P. Read, Box 329 Master
A. S. Hewitt, Box 834 Secretary
W. H. Henry, Box 49 Financier
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday at 7
P. M. of each month in Engineer's hall.
S. J. Norris Master
N. E. Aldrich Secretary
W. M. Weeks Financier
- 302. YOUGHIOHENT; Connellsville, Pa.**
Meets alternate Sundays cor. Pittsburg & Peach st
C. L. Gray, Box 231 Master
J. S. Brown Secretary
S. A. McPhee Financier
- 303. POST OAK; Hempstead, Texas.**
Meets every Sunday at 3 P. M. in Masonic Hall.
W. M. McMurray Master
W. A. Weir Secretary
J. E. Dehn Financier
- 304. THREE BRANCH; Argenta, Ark.**
Meets every Sunday at 3 P. M.
F. H. Barrelle Master
G. B. Yauch Secretary
R. G. Curtis Financier
- 305. SOLIDIDAD; Jimulco, Mexico.**
M. H. Adams, El Paso, Texas Master
care J. S. Turner, M. M., Jimulco, Mexico.
J. M. Cornelius, El Paso, Texas Secretary
care J. S. Turner, M. M., Jimulco, Mexico.
C. Koepke, El Paso, Texas Financier
care J. S. Turner, M. M., Jimulco, Mexico.
- 306. GRANITE STATE; Concord, N. H.**
Meets in St. Patrick's Hall, Warren St., 2d and
4th Sundays, at 6 P. M.
J. C. Muzzy, 53 School st Master
J. P. Callahan, 19 Pine st Secretary
J. Burbeck, Box 363 Financier
- 307. HAMDEN; Springfield, Mass.**
Meet in Crescent Hall, 218 Main St., 1st and 3d
Sundays.
F. E. Gates, 34 Patton St Master
W. M. Butler, B. & A. Engine House Secretary
C. A. Chapin, B. & A. R. R. Financier
- 308. BELLE HAVEN; Alexandria, Va.**
E. B. Kemp Master
N. B. Grant Secretary
R. O. Cook Financier

- 309. BARTHOLOMI; Long Island City, N. Y.**
Meets 2d Monday and 4th Saturday, cor. Vernon
ave. and Ferry sts.
F. Simbler Master
J. W. Brown, 145 Dupont St., Brooklyn Secretary
B. B. Baptist, 144 Dupont St. Green
Point, L. I. Financier
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
H. C. Martin Master
W. T. Pickard, L. Box 3 Secretary
J. O. Elder Financier
- 311. BELLE PLAINE; Belle Plaine, Ia.**
D. Shadle Master
A. Kennedy Secretary
C. Howe Financier
- 312. BLUE VALLEY; Wymore, Neb.**
C. O. Bonnell Master
F. R. Swaney Secretary
S. E. Fulton, Box 85 Financier
- 313. KAW VALLEY; Kansas City, Kansas.**
G. N. Herron, Box 18, Armstrong, Kan. Master
W. C. Haverstick, Box 45, Armstrong,
Kan Secretary
J. W. Scarff, Box 156, Armstrong, Kan. Financier
- 314. MINERVA; New Castle, Pa.**
Meets alternate Sundays in K. of P. Hall.
J. T. Love, Mahoningtown, Pa. Master
E. J. Neville, Mahoningtown, Pa. Secretary
R. Russell Financier
- 315. TROY CITY; Green Island, N. Y.**
W. J. Mattice Master
W. J. Murray Secretary
H. R. Peach Financier
- 316. OMEGA; Buffalo, N. Y.**
R. O. Williams, 89 Watson St. Master
O. Brunn, 403 N. Division St. Secretary
T. S. Winship, 510 E. Seneca St. Financier
- 317. MOUNT PENN; Reading, Pa.**
Meets 1st and 3d Sundays at 9:30 A. M. in Bland's
Hall, 9th and Penn Sts.
T. A. Welch, 102 Savoy St., Palo Alto, Pa. Master
W. A. Gordon, 836 Green St. Secretary
H. Drake, 604 N. 10th St. Financier
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**
R. H. Scott, Glenwood, 23d Ward, Pitts-
burgh, Pa. Master
E. M. Lobaugh, Glenwood, 23d Ward,
Pittsburgh, Pa. Secretary
E. M. Lobaugh, Cor. Renova and Dyke
Sta., Glenwood, 23d Ward, Pittsburgh,
Pa. Financier
- 319. ORPHANS' HOPE; Dennison, Ohio.**
J. Young Master
A. Eckfeld Secretary
S. E. Hammond Financier
- 320. DUNHAM; Martinsburg, W. Va.**
Meets every Saturday at 7:30 P. M. in K. of P. Hall.
W. M. Johnson Master
E. G. Schmidt Secretary
P. E. Cage Financier
- 321. WISSAHICKON; Philadelphia, Pa.**
L. D. Woodington, 1753 Sissy St. Master
J. Haas, 2135 Darien St. Secretary
C. Dolan, 1205 Master St. Financier
- 323. ANTHRACITE; Tamaqua, Pa.**
W. H. Fry Master
W. Hickman, Box 367 Secretary
W. Guldner Financier
- 324. MOUNTAIN GROVE; Catawissa, Pa.**
J. W. Fisher Master
D. Geiger, Jr. Secretary
J. Kelly Financier
- 325. SCHUYLKILL VALLEY; Pottsville, Pa.**
J. J. Harty, 54 E. Bacon St. Palo Alto, Pa. Master
W. H. Sowers, 102 W. Savoy St., Palo
Alto, Pa. Secretary
B. J. McGuire, Port Carbon, Pa. Financier
- 326. FOLWELL; Bradford, Pa.**
C. Billington, 6 Johnson St. Master
J. H. Fehner, 61 Davis St. Secretary
F. J. Fuhes, Henderson House Financier

Chew Rail Road Plug

To the Brotherhood of Locomotive Firemen:

Gentlemen :--On the 2nd of January, 1886, we signed a contract with your Grand Officers to pay into your treasury a royalty of one cent on every pound of "Rail Road Plug" that we sell in the next five years.

If every member will assist by chewing this Tobacco, asking for it continually in stores that do not keep it, and asking his friends to try it, the Royalty paid into your Treasury will reach a large amount per month.

See that each butt of tobacco has our name on it.

Respectfully,

The Kentucky Rail Road Tobacco Co.

The above statement is correct. Ask your dealers to keep the "Rail Road Plug."

F. P. Sargent, G. M.

Eugene V. Debs, G. S.

Wholesale Agents.

Peter Hauptmann & Co., St. Louis, Mo.

Hulman & Co., Terre Haute, Ind.

Chas. J. Off & Co., Peoria, Ills.

Hannan & Michael, Mobile, Ala.

R. D. Kellogg, Rochester, N. Y.

Only \$1.00 per Year.

Monthly.



A Practical Mechanical Journal,

DESCRIBING AND ILLUSTRATING

New Railway Appliances,

AND TREATING OF THE

Running, Management, Repairing

—AND—

BUILDING OF LOCOMOTIVES.

SHOULD BE IN THE HANDS OF

Every Live Engineer, Fireman and Railroad Mechanic

\$1.00 per Year. Sample Copy Free.

Agents wanted in every Railroad Center. Address

**Am. Ry. Pub. Co.,
32 Liberty St., New York City.**



VOL. X.

SEPTEMBER, 1886.

No. 9.

CLASSIFICATION OF ENGINEERS' WAGES.

On a number of railroads the new departure has been inaugurated of classifying the wages of locomotive engineers, and, as a consequence, the classification of engineers.

We desire to write of this movement in a spirit of absolute fairness.

We have the facts, we shall delve for principles.

In the outset we desire to state a proposition.

We will suppose a railroad which sends out four trains daily.

The presumption is that each locomotive is in charge of a thoroughly competent engineer. This presumption is creditable to the management of the road. Any other presumption, we assume, would be indignantly denied by the officers of the road. They would denounce it as slanderous, malignant, base, false, and if in their power they would seek redress through the courts. They could say with becoming propriety that such a charge was well calculated to injure the road in public esteem and to drive away patronage—for the public, if it believed that passenger trains were in the hands of incompetent engineers, would not travel over it. The conclusion would be just. People, if they could avoid it, would not place their lives in the custody of incompetent engineers.

Now, then, we have said certain railroads of the country have begun the work of classifying the wages of engineers, and hence of classifying engineers.

The management of the roads referred to have made four classes of engineers, that is to say they have fixed four rates of wages for engineers doing precisely the same work, going over the same track and subjected to identically the same responsibilities.

Referring to the road which sends out four trains daily we will suppose—

Train No. 1 has a first-class engineer at \$4.00 per day.

Train No. 2 has a second-class engineer at \$3.50 per day.

Train No. 3 has a third-class engineer at \$3.00 per day.

Train No. 4 has a fourth-class engineer at \$2.50.

Now we ask upon what principle of justice and fair dealing is this classification based? It will be observed that the difference in wages between class 4 and 1 is \$1.50 per day. Does this difference in wages represent the difference in competency? If not that, what does it represent? It does not represent a difference in responsibility, because both No. 1 and No. 4 have charge of a locomotive engine on the same road.

If then it does not represent the difference in competency, nor the difference in responsibility, what does this

difference in wages represent? We answer, that it represents injustice to the engineer who works at any price below first-class pay, because each assumes and bears first-class responsibility, and, therefore, upon every principle of justice and equity should have first-class pay, but under the classification arrangement first-class responsibility and competency is required to accept second, third and fourth-class pay.

As we proceed with this investigation a number of queries are suggested.

Suppose the law required the railroads which have adopted the classification business to decorate their engineers with badges conspicuously emblazoning the class to which they belong? The moment the public was made acquainted with the arrangement passengers would seek to know whether they were to be placed in charge of a *first-class* engineer or a *second, third* or *fourth-class* engineer, and, as certain as fate, they would, if possible, wait for a first-class engineer. They would say, "There are accidents enough with first-class engineers, and we will not trust our lives in the hands of men who are not first-class."

It is by no means far fetched to suppose that the manager of the road, overhearing the talk, comes to the rescue with assurances that the engineer going out on the train is entirely competent and reliable, and that no misgivings need be entertained. Manifestly, that is just what the official would say to the doubting, hesitating traveler. He would stand by the good name of his road. He would protest that none but competent engineers are employed. If we are correct, is it not in order to ask the official, Why he requires a competent, first-class engineer to work for fourth-class pay? In such a dilemma, what could the official reply? Would he be likely to tell the truth and say, "This system of classification originated in a purpose to obtain from engineers a service at less than its value?" Would he proceed to say, "You see, sir, that four engineers at \$4.00 a day is \$16.00 a day, while by our system of

classification the service costs the road but \$13.00 a day, the road making thereby off of these four men \$3.00 a day, which for a year of 365 days amounts to \$1,095.00, no small sum to enable us to pay Presidents and Vice-Presidents and other high officials from \$5,000 to \$20,000 a year." We repeat, Would the official have the manliness, the courage, the honesty to tell the truth about the scheme? We trow not, and yet if he were to tell the truth he would say substantially what we have made him say.

This classification movement is based upon greed, dishonesty, deception and falsehood. There is not a redeeming feature in it from first to last. The plot is deep laid. It is an exhibition of low chicane which should be promptly exposed and condemned. It means the constant employment of men at the fourth-class wages. If it were the policy when a first-class engineer dies or is disabled, or becomes too old for the service, to put another first-class man in his place, then the fourth-class man would remain forever a fourth-class man, and the intention is doubtless, as promotion is demanded, to permit a first-class man to retain his place only for a short time and then let him go, since by such a policy promotion goes forward and the average wages, \$3.25 per day, is maintained.

What is likely to be the effect of this classification policy upon the mind of the average Locomotive Fireman? Is it to be presumed that he will care to graduate, after serving six or seven years as a fireman, as a fourth-class engineer, and serve another four years before he can be rated as a first-class engineer? Will he not see that he thereby lends himself to a policy which will suddenly end in his having no engine? Let us look at it as its gravity demands. Take a fireman and follow him from the first day he handles a scoop until he arrives at the position of an engineer who is rated No. 1 and receives No. 1 wages. We will suppose the fireman begins firing at twenty years of age and serves faithfully seven years, then he is twenty-seven years of age. At this

time of life he is promoted to be a fourth-class engineer, serves one year, goes to third class, serves one year, and goes to second class and serves one year more, and then at the age of thirty years he is promoted to first-class. He is now receiving first-class pay. What next? *Dismissal* from the service of the company for some real or imaginary cause. Why? Because there is a man below him waiting to take his position and perform the same work at less pay. Thus, at the age of thirty years, by the classification process, he is promoted *out* of employment, to enlist in the vast army of idle engineers. What can he do? Possibly go back to firing and take his chances of being promoted again. We submit, if this classification becomes universal, that we have presented the probable working of the scheme. There is money in it to the roads, and there need be little hesitancy in determining the policy of a road if it promises to be a money-making policy.

Classification of engineers' wages is simply a *reduction* of wages, under a new name. Competent engineers are dismissed upon the slightest pretext, simply because they draw first-class pay, and by that means idleness is multiplied until the land swarms with engineers looking for employment. Classification not only reduces wages, but demoralizes the calling and makes every first-class engineer insecure in his position and likely to be forced into idleness at any moment.

In view of such facts, what is the wise course for Locomotive Firemen to pursue? We have no hesitancy in saying that it will be the part of wisdom to refuse a promotion to the position of a fourth-class engineer. It is scarcely less than professional suicide. For our part, we would rather be a first-class fireman than a fourth-class engineer.

We assume it to be the policy of some railroads to multiply the number of engineers. The country is already full of them. An *over-supply* means a *reduction* in wages. Firemen are profoundly interested in maintaining the scale of wages. The highest rate is not

too high. Any movement which aids the roads in reducing wages is fatal to firemen. It would be far better to serve eight years as a fireman if, when promoted, it is a full promotion to first-class wages than to serve five years and accept fourth-class pay, and the financial correctness of the proposition is easily demonstrated.

Taking this view of the case, we are totally opposed to this classification movement. It is fraught with danger to Locomotive Firemen. We know that firemen aspire to be engineers. It is a laudable ambition, but they aspire to be first-class engineers, and when they go to the right side and take all the responsibilities of the position, we demand for them all the dignity which belongs to it, all that competency and responsibility demand and the highest wages which the position commands. Anything less than that is rank injustice to firemen and will ultimately prove disastrous to them.

It seems incredible that such movements as we have outlined should be inaugurated by any railroads in the country, nor could they be inaugurated if enginemen could be persuaded to maintain a solid opposition to such schemes. At this time, when the best thought of the country is engaged in bringing about agreement between employer and employe, to harmonize labor and capital, to do away with strikes and all the ills which they bring in their train, we regard it as specially unfortunate to see railroad managers devising schemes by which labor troubles are to be engendered and the era of good feeling postponed. The motto should be first-class pay for first-class work, and there should be no fourth-class engineer, indeed there cannot be a fourth-class engineer when the nominal fourth-class man performs first-class service and takes all the responsibility of a first-class man. The mere statement of the case explodes the whole bad business. It is unfair, unjust and disreputable, and every fireman and engineer in the country ought to set his face like flint against the outrage.

REV. T. DeWITT TALMAGE ON LABOR TOPICS.

If there was ever a practical, a utilitarian age, the present is that age, at least it is justly so considered in North America. There are shams, there are vagaries, ideal, fanciful visionary theories preached in America, and they have their votaries, but the great mass of the people are practical. Workingmen are pre-eminently practical. There is nothing in work—sweat, hard-earned dollars and cents that partakes of the unreal. Ten or twelve hours of hard work supply no opportunities for excursions of the fancy, the imagination, into the realms of Utopia. Bread and meat, clothing and shelter, are clearly in demand; poverty, destitution, want, ceaselessly confront the average workingman. He must take thought of tomorrow. He cannot afford to contemplate the lilies which toil not, and which are beautifully arrayed, and conclude, that he too, and all dependent upon him, can remain idle. He knows he must work or starve—and half starved, sometimes, if he does work. As a consequence, when men talk to workingmen, they are under serious obligations to be practical. Fine spun theories are out of place. The church is not an industrial institution, and the Rev. T. DeWitt Talmage has not studied labor problems from a practical standpoint. He is the pastor of a rich, aristocratic church which pays him a salary variously reported, from \$10,000 to \$18,000 a year. In addition to this, he has vacations, he lectures, and his annual income is not less than \$20,000 a year, about \$55.00 a day for each of the 365 days which go to make up a round year. If we omit Sundays, or say for the 300 working days in a year, Mr. Talmage receives \$66.66 a day. But Mr. Talmage's hard work comes on Sundays, of which there are fifty-two in a year, and for each of these he receives \$384.60; and if he preaches two sermons a day, 104 during the year, he receives \$192.30 for each sermon. Take a workingman who receives \$1.00 a day, and Mr. Talmage receives as much in one day as

the workingman does in sixty-six days and two-thirds of a day, and he gets as much for one sermon as a workingman receives for 192½ days' work.

It will be observed that Mr. Talmage receives magnificent pay for his work. We concede him to be a skilled workman. He manufactures sermons. He uses words, and he knows how to use them. His wares are in demand. He has a good job, and he is not going to *strike*. He would be a fool if he did; and he advises men who get from thirty-eight cents to the best prices paid to workingmen, to "stick" to their job. If they have "*quit*," he advises them to resume work at once at the old prices, and if they do not heed his advice, his counsel is for those who are idle to go in at once and take the vacant places, at the old starvation wages. It would be interesting to note the divine serenity of Mr. Talmage's countenance, if he were confronted by a clergyman of his persuasion, who would say to him: "Mr. Talmage, I notice that this church (The Tabernacle) is paying you at the rate of \$192.30 per sermon. Now I will guarantee to preach sermons as good as yours, with as much scripture, gospel, religion and common sense in them as you crowd into your sermons, for \$10.00 each, and then the Tabernacle church will have \$182.30 surplus to give to the poor." Is it probable that Mr. Talmage would regard his clerical brother with any large degree of Christian love and fellowship? We presume it is not probable, and we do not blame Mr. Talmage. We, too, would stick to that job, and if we were foolish enough to quit, we would go immediately back and resume work at the old figures. We would never strike at \$66.66 per day. At that price, we fail to see where the "grievance" could be made to appear. Give a locomotive fireman \$66.66 a day, and he will stick to his machine until it is reduced to scrap iron.

But such reflections aside. Mr. Talmage, in his sermons on labor topics, recognizes that the times are seriously out of joint. He realizes there are misunderstandings between labor and

capital. He employs the wealth of hyperbole to explain the situation. At one time the country is in the grasp of an earthquake which is tramping across the continent; again, he hears the murderous mutterings of anarchists; still again, he sees employer and employes arrayed in hostile attitudes toward each other. We would not misrepresent Mr. Talmage. He says:

"That labor has grievances, I will show you plainly before I get through this course of sermons. That capital has had outrages committed upon it, I will make evident beyond dispute. But there are right and wrong ways of attempting a reformation. When I say there will be no return to social chaos, I do not underrate the awful peril of these times. We must admit that the tendency is toward revolution. Great throngs gather at some points of disturbance in almost all our cities. Rail trains hurled over the rocks. Workmen beaten to death within sight of their wives and children. Factories assailed by mobs. The faithful police of our cities exhausted by vigilance night and day. In some cases the military called out. The whole country asking the question: 'What next?' An earthquake has with one hand taken hold of this continent at the Pacific beach, and with the other hand has taken hold of the continent at the Atlantic beach, and shaken it till every manufacturing, commercial, agricultural, literary and religious interest has trembled. A part of Belgium one great riot. Russia and Germany and Austria keeping their workmen quiet only by standing armies so vast that they are eating out the life of those nations. The only reason that Ireland is in peace is because she is hoping for home rule and the triumph of Gladstoneism. The labor quarrel is hemispheric—aye, a world-wide quarrel—and the whole tendency is toward anarchy."

That is the picture Mr. Talmage paints to indicate the condition of society in *Christian* America and in certain portions of *Christian* Europe. If it is a true picture, if it is not too highly colored, if it faithfully represents conditions, then it tells of terrible conditions. If Mr. Talmage has drawn upon his fancy for facts, if he has shown himself a visionary, if he has improvised hobgoblins to create alarm that he may command audiences, he is an unsafe adviser, and not the man to devise means for the settlement of labor troubles or solve labor problems. The

time, by Mr. Talmage's own showing, has come for practical method, for the largest possible share of common sense. Here we ask, what remedy does Mr. Talmage propose? How does he expect to inaugurate a calm? We quote him. He says: "The Church of Christ, the mightiest and grandest institution of the planet, shall, laying hold of the strength of the eternal God, come out, and putting one hand on the shoulder of labor, and the other on the shoulder of capital, say: 'I come in the name of the God who turned chaos into magnificent order, to settle this dispute by the principles of eternal justice and kindness; and now I command you, take your hands off each other's throats.' The only impartial institution on this subject is the church, for it is made up of both capitalists and laborers, and was founded by Christ, who was a carpenter, and so has a right to speak for all laborers; and who owns the earth and the solar system the universe, and so can speak for the capitalists." Here we inquire, in all earnestness, is the church the hope of the workingmen of America to correct the wrongs which environ them? Is there anything practical in the suggestion of Mr. Talmage? Did the church ever do what Mr. Talmage says it is going to do? Is it the mission of the church to see that employers pay fair wages? Europe has the church, and has had it for eighteen centuries. America has had the church since the days of its discovery by Columbus. When did the church do what Mr. Talmage says it is going to do? In Europe, God knows and men know, that workingmen are but one remove above dumb driven cattle. But Europe has the church. Ireland has the church. Ireland, poor, famine cursed Ireland, has as much church as any land from Jerusalem to the end of the earth, and she has as much poverty, hunger and degradation as any land upon which the stars look down or above which the heavens weep. The church is one thing, Christianity is one thing, but religion—Christ's religion—is another thing and quite a different thing.

"Therefore, all things whatsoever ye would that men should do to you, do ye even so to them; for this is the law and the prophets."

That is Christ's religion. That is the gospel chart and light-house. But nowhere on God's green earth does the church obey the injunction. It don't meddle with work and wages—capital and labor. It is not in a position to take upon itself the adjustment of wages, hours of work, strikes, boycotting, blacklisting, spotting, etc. Look at the Established Churches of Europe. Contemplate their pomp and parade, the princely salaries which they pay to their priests, read their creeds and dogmas, and find, if you can, when the church laid one of its hands on capital and one on labor and said: "*I come in the name of God, who turned chaos into magnificent order, to settle this dispute by the principles of eternal justice and kindness.*" No, no, the church never did such a thing and never will. Mr. Talmage deals in *gush*, in *bosh*, in *flapdoodle*. He is not practical, not even sensible. The workingmen of America do not propose to wait until the Church gets ready to do what it never did do. They are not waiting for miracles. Workingmen of America believe in God. They believe He helps those who help themselves. Workingmen are practical. They are massing their strength, their intelligence, their influence. The ballot is their weapon, and once federated, they will make constitutions and laws in consonance with justice. They will put a stop to land-grabbing, they will put a stop to stock-watering, they will put a stop to a species of jurisprudence which distinguishes between the poor and the rich. Labor once fully organized, will put its mighty hand on Congresses and Legislatures and courts, and say "I come in the name of Eternal Justice to emancipate workingmen from the beak and claws of capital. I come to remove the iron heel of capital from the prostrate forms of workingmen and bid them stand up and demand their God-given, inalienable rights, which certainly mean so much of the wealth they cre-

ate as will enable them to maintain themselves and their families as becomes American citizens."

Mr. Talmage has got a good job, he will do well to *stick* to it. He has no grievance in regard to wages. He ought never to *strike* while he gets \$20,000 a year. But he is in no condition to advise men who receive from thirty-eight cents to \$1.00, \$1.25 and \$1.50 a day, with families on their hands to support. When the church will cease selling seats in the sanctuary to the highest bidder, and cease having respect for the members with "gold rings" and "goodly apparel," and no longer treat with disdain the "poor man in vile raiment," its ministers will be in better shape to discuss labor problems. We have no desire to criticise the church. It doubtless has a mission, but if it is to see that justice is done workingmen, it has yet to demonstrate the fact. In the meantime let Labor agitate and unify, vote and instruct, mass all its mighty energies for right, truth and justice, and then church or no church, the great fundamental principles of Christ's religion will be established, and the coming of Labor's millenium will be hastened.

THERE are those who unhesitatingly condemn all the members of an association for the wrongs of the few. This is usually the course pursued by those who are opposed to labor organizations. If such a policy could be accepted as correct and just, what would be the condition of the church? In fact, what would have become of the College of Apostles after the treason of Judas?

THE firemen on the Mackey system of railroads, members of our Order, recently secured a material increase of pay. Grand Master Sargent and the committee, made up of members of C. J. Hepburn Lodge No. 160, are entitled to great credit for the manner in which the matter was arranged. The officials of the road acted fairly and honorably and the adjustment was in all regards mutually satisfactory.

COMING TO THE FRONT.

When the wires flash the unwelcome tidings that cholera has made its appearance in India, Egypt, or European countries, the public mind of the United States becomes aroused. Preventatives and remedies are sought with eagerness and discussed with profound interest. Proclamations are issued, boards of health are on the alert, sanitary regulations are enforced, and quarantines are established. Cholera has come to the front. The people understand that cholera means business. They listen, they talk, hold public meetings and resolve. The first question asked is what will prevent its coming, and if it comes, what will reduce its ravages to the minimum point? Physicians tell the people that cholera has its home in filth—that if they would be exempt from the scourge, they must be clean in their surroundings; that corruption, foul matter, impurity, nastiness, must be removed. Getting to the front is the important matter. Once to the front, communities, states, nations, listen, decide, act. Some great truths move to the front slowly—take a step once a year—once a century, but it may be true, that this apparent sluggishness has a significance which does not attach to more rapid movements. Take the question of the abolition of chattel slavery in the United States, it moved to the front with halting, hesitating steps. It was everywhere opposed. The obstacles which confronted it were formidable, but it moved on and once to the front, the world listened. There came into acceptance as never before, *vox populi vox dei*, and amidst fire and smoke, blood and carnage, chattel slavery disappeared, the right triumphed, a new nation was born, and the song of liberty was set to higher and sublimer notes.

In these latter days labor has come to the front. There it stands. Behold it. It is as conspicuous as capital. The representative of labor is as august as the representative of wealth. They stand side by side on the platform, and it is a fact that the world listens as

attentively to the one as to the other. Labor has been a long time in getting to the front, but it has won its way into prominence and will forever hold its position. There are labor troubles because there are labor wrongs. If the world would have the troubles cease, the world must remove the wrongs.

Labor, having stepped to the front, challenges debate. Talk is what it demands, discussion is in order. The supreme requirement of the times is agitation. Antiquated errors must be exposed. The idols of ignorance and superstition must be demolished. The demand is for light, and the sun of labor is rising.

In the May number of the Forum two writers, W. A. Croffut and Louis F. Post, enter the arena, and discuss the proposition, "What rights have laborers?" Mr. Croffut starts out with what he says are "two or three pretty well established conclusions of economical science, viz: 1. "Labor, like flower or cotton cloth, should always be bought in the cheapest market and sold in the dearest." It will be observed that Mr. Croffut is still in alliance with the old time idea that labor, and therefore the laborer, is merchandise, like "flower or cotton cloth"—a raw material, like many articles to be found in the tariffs of nations—and should be "bought in the cheapest market." That was the idea some years ago, when the slave trade was in vogue, and large supplies of labor and laborers were caught in African jungles. Then Africa was the cheapest market and the Spanish and British colonies the dearest markets in which laborers could be sold. A laborer could be bought for a jack-knife, or a few glass beads or a gallon of gin, and sold for ten thousand times his cost, in Cuba, Jamaica or Virginia. Buying and selling labor was a thriving business throughout the South, until within a few years since. Auction blocks, where labor was bought and sold, were numerous, and labor pens were also numerous. Buying labor in the cheapest market and selling it in the dearest was a recognized busi-

ness, and breeding labor for market was also extensively engaged in. Lately, employers, acting upon Mr. Croffut's theory, have turned their attention to China, which has proved to be a better market than Africa, and large purchases have been made, in the cheapest market in the world, and sold in the United States, because it was the dearest or best market in which to dispose of the heathen. Then, employers turned their attention to Poland, Hungary, Italy and other countries where laborers were cheap and larger importations have been made, because, as Mr. Croffut says, "labor," like other merchandise, "should always be bought in the cheapest market."

We are glad that such men as Mr. Croffut are inclined to talk out in meeting. It may be deplorable that such men exist in the United States, but since an All-wise God, for some inscrutable purpose, has created them, and since they are the representatives of a class of men who carry into practical operation their monstrous theories, we are glad their impudence is equal to their convictions. They indicate to workingmen and to the country to what extremes of viciousness the antagonism to labor has arrived and that labor has not too soon stepped to the front for the purpose of beating back to its native hell the theory that labor, and of a consequence laborers, for they are inseparable, are merchandise to be bought and sold as any other commodity—as cattle, mules, swine.

Labor has come to the front, and problems relating to labor are in process of solution. It is well, therefore, that men like Mr. Croffut should be heard. He represents a class of men who employ laborers, and who possibly believe they buy laborers. But we are convinced the day is at hand when they will change their views upon the subject.

We are pleased with the outlook. What we earnestly desire is discussion in regard to the "rights of laborers." We are gratified to note the ever widening area of the discussion. It is in

Congress and in Legislatures. The press and the pulpit are discussing labor. Laborers are not merchandise, they are not a commodity any more than a silk worm is silk. Laborers in the United States are free men, citizens, sovereigns in their own right, born to rule, to make constitutions and laws. They create all the wealth and are entitled to so much of it as the dignity of their positions require. It were folly now to attempt to arrest the discussion. Labor has taken its position in the front rank of questions. It will not retire. On that notable occasion, when Jesus was entering Jerusalem, the people were tumultuous with rejoicings and a set of old fossil pharisees besought him to make them be silent. The answer was, "If the people should hold their peace, the stones would immediately cry out," and now, if laborers were to cease their agitation of questions which pertain to their well-being, the monuments of their skill would denounce their cowardice, the ring of the anvil, the whirl of the spindle, the click of the shuttle, the thunder of the train, the shrill music of the steam whistle would proclaim them dastards, and laborers would voice the admission by their pusillanimity by admitting what Croffut says they are, mere merchandise, to be bought in markets where they are cheapest.

Suppose we change the inquiry, and instead of asking, "What rights have laborers?" we inquire what rights have American citizens? Have they the right to fair wages? Have they a right to wholesome food and plenty of it? Have they a right to decent clothing and decent shelter? Have they a right to books and papers? If they have a right to such things their work should enable them to secure them, and he who denies them is a traitor to God's country and humanity. Such demands are in consonance with citizenship. Toiling citizens are in the majority, they have the ballot and the power. Labor in coming to the front means that the citizens who labor are organizing, unifying, taking counsel of each other, and preparing for the final

struggle which will end only when simple justice is done. There is work enough, food enough, clothing enough, shelter enough, and money enough for all—for all who want to work. The problem must be solved, equity must prevail, the right must triumph. Labor is at the front, the discussion must proceed. The theory that laborers are merchandise, chattles, to be bought and sold in fluctuating markets, or perish when the supply is in excess of the demand, must be torn up by the roots and scattered as if in the grasp of a tornado. Capital, as certainly as labor, demands justice, and labor being now at the front will not retire until the scales are evenly balanced. This done, the question of starvation or exile will disappear. The blacklisting, the boycotting and the striking will be heard of no more. Until then, let labor maintain its defiant attitude, and let the debate proceed.

ONE Deacon Richardson, of New York, recently addressed some hundreds of Baptist clergymen on the subject, "A Cure for Strikes." The sanctified deacon had arrived at the conclusion that phlebotomy was the remedy, particularly on Mr. Jay Gould's roads. By consulting the dictionary it will be ascertained that "phlebotomy" means "blood letting." The deacon, or more properly devil, wants blood. Railroad officials should see to it that Devil Deacon, *i. e.* D. D. Richardson, keeps his bloody mouth closed. He can do them no good, he can do them and society incalculable harm. Baptist ministers should unite their authority and influence to relieve D. D. Richardson of his official badge.

THE invention of the frogless switch, it is believed, will result in saving the lives and limbs of railroad employes. The number of men killed and crippled annually by catching their feet in frogs is much larger than is generally supposed. It is believed that the frogless switch will afford the needed remedy.

THE courts are constantly engaged in settling questions relating to railroads. It was at one time held that conductors could expel trespassers upon trains anywhere they pleased and in such a way as suited their pleasure or passion. That, however, is not the law. It is now held that "a conductor has no right to compel a passenger to jump from a train while the same is in motion. Where a legal right to eject or remove a passenger from the car exists, he must effect the removal at a proper place, and in a proper manner, and with no more force or violence than is absolutely necessary for the purpose. And where a passenger is expelled in an improper manner, or at an improper place, he may recover reasonable damages for bodily injuries, and mental suffering and anguish; and in case of wanton injury, exemplary damages also. But if a person entering a train refuses to pay his fare when lawfully demanded he is a trespasser, and not a passenger, and at common law the carrier is not bound to put him off at a station or usual stopping place, but may expel him at any place, provided it will not expose him to serious danger, or result in wanton injury to him." The indications are that in due time the lawful rights of railroads and their patrons will be so well established and understood that vexatious law suits will be few and far between.

WE see it stated that it "costs a little more than twenty cents a mile to run a locomotive, on an average. Nearly eight cents of this is for fuel, seven and one-quarter cents for pay of engineer and fireman, and half cent for oil and waste, and more than four and one-half cents for repairs. A ton of coal will run a locomotive twenty-four miles, a pint of oil will run eleven miles, and a pound of waste 123 miles." Accepting the statement as correct, it furnishes data for some one to approximate sum totals of the quantity and cost of fuel, oil, and waste required for the 30,000 locomotives in use in the United States.

THE HOURS OF LABOR.

Mr. Edward Atkinson, of Boston, is the recognized champion defender of monopolists. He is not himself a millionaire, but a sort of policeman whose duty it is to defend their practices and exert his abilities to reconcile workingmen to their lot. In the May number of the North American Review, Mr. Atkinson has a paper captioned, "The Hours of Labor," in which, among other things, he seeks to show that the condition of workingmen, women and children has immensely improved since 1840, forty-six years ago. He says that in 1840 factory hands in New England, working thirteen to fourteen hours a day, earned \$175 to \$180 a year, while now, by working ten and a half hours per day, they, on the average, receive \$285 to \$290 per year. We desire to take these figures and show our readers what tremendous strides working people have made towards opulence during the past forty-six years. According to Mr. Atkinson's showing, factory wages in New England in 1840 were \$175 and \$180 a year, average \$177.50; wages now \$285 and \$290, average \$287.50; gain per year, \$110. Average gain per year since 1840, \$2.39, and with this advance Mr. Atkinson, the attorney of monopolists, thinks that working people ought to be content, in fact happy.

There may be those, particularly the apologists of monopoly, who entertain the opinion that the cost of living is as light now as in 1840, except with the rich, whose incomes enable them to live in semi-regal style, but the fact is it costs more to live now than it did in 1840. It goes for nothing to say that life is more artificial, the fact remains expenses have increased. There may be false theories of living, in fact such theories exist, and the workingman, as well as the capitalist, is their victim, but such admissions neither change nor modify the situation. Society is under the sway of fashion, and working people feel the power of the decrees of the fickle goddess as certainly as the rich, nor could they, if they would, relieve themselves of her power. But while the expenses of living with the

rich have increased ten-fold during the past forty-six years, the working people, by Mr. Atkinson's own showing, could not have increased two-fold, since their incomes have not doubled. What is the result? The gap, the chasm between the working people and the capitalist, the millionaire, has increased to such an extent that the difference in conditions is so marked, has become so abnormal, that an effort is made to inaugurate caste in the United States as odious as in India. Take the wages earned, as Mr. Atkinson shows, by a workingman in a New England factory, \$290 a year, and suppose he has a family of four to support. What is his condition? Why does not Mr. Atkinson give the figures so that his readers may have some rational conception as to the amount the workingman has left at the end of the year? If he were to do that his figures would shame him into silence, and even monopolists, millionaires, would beg of him not to appear in print again as their defender.

But we notice another effort to reconcile workingmen to their condition in America, which is to show them how cheap they can feed themselves and their families. Men have been at work and have succeeded in producing daily bills of fare, which are generally adopted. We see no reason why monopolists may not give another turn to the screw, and get wages back to the standard of 1840 down to the Chinese level. It should be understood that the Smithsonian Institution has taken the matter in hand, and that workingmen are to be taught upon scientific principles how little food is required to keep their souls in their bodies. This is done in some European countries, and as it is found to work well the facts are given in various publications for the benefit of Americans. Here is a bill of fare, giving daily rations for four men, a woman and two children being equal to one man:

DAILY RATIONS FOR FOUR MEN.

<i>Amount.</i>	<i>Cost.</i>
Beef neck, one-half pound	04
Beef shin, one-half pound	03
Rye flour, one-half pound	01½
Sugar, one and one-half ounces	01

Oatmeal, one-half pound	02½
Herring, one pound	08
Beans, ten ounces	02½
Wheat flour, two and one-half pounds	10
Potatoes, seven pounds	07
Butter, three and three-fourths ounces	07½

Total for four men	44¾
Total for one man	11¼

With such a magnificent bill of fare a workingman, with a wife and eight children, might manage to pull through at \$290 a year, but he could not think of having milk, coffee or tea on his table. He could not have a fish, a beef steak, a pig's foot, a slice of ham or breakfast bacon, a corn cake nor a drop of molasses. He must be content with "beef neck" and "beef shin," but as such rations are in the interest of monopolists, the time may come when they will be the best American workingmen can procure, and we fail to see how a Chinaman could reduce the cost, unless he substituted dog and rat for beef "neck" and "shin." Be this as it may, such rations are paraded before the public for the benefit of workingmen and are published in the proceedings of the National Convention of United States Statisticians.

It is reported as a gratifying move on the part of railroad managements that they are publishing statements of monthly earnings. So far only a limited number of railroad companies are making such statements public, nor is it probable that such publications are to become general, unless they are extorted by statutes. If it is good gospel to keep the transactions of the right hand profound secrets to the left hand, railroad officials of one great corporation will see to it that its rival remains in ignorance of its earnings as long as possible.

THE Rhode Island Locomotive Works have turned out a locomotive the total weight of which is 111,300 pounds. It is supplied with three pair of drivers, and the weight of the machine is so adjusted that there is less than 16,000 pounds on each driver and a weight of 17,000 pounds on the forward truck. This locomotive is designed for heavy freight service.

A WRITER in the Street Railway Gazette expresses astonishment that drivers and conductors of street cars, in case of difficulty with the corporation, are always found in alliance. He sees no good reason for this mutual confidence, sympathy and support. He looks upon the conductors as a superior order of human beings, and as unlike a driver as a Colorado grasshopper is unlike a giraffe, and as a consequence, when the driver has a grievance, the theory is that the conductor's head should be so near the stars that he could not be in any degree interested in what is going on so far beneath him. It is the ceaseless slobber of such quill-driving nincumpoops that misleads the public mind in regard to the natural relations of workingmen. It is the heathen idea of caste utterly foreign to American law and institutions. What, in the name of all the fabled gods, is there in the conditions of driver and conductor to justify such imbecile conclusions as the writer in the Street Railway Gazette arrives at? The two men are the employes of the same corporation, their wages, in either case, barely suffice to keep soul and body together. The same lash, in the hands of the same boss, is over both; in fact, if there is any difference, the driver's is the more responsible position—he guides the team, is responsible for the safety of the passengers, while the conductor is the hero of the bell punch and the man the spotters are forever watching, because he is suspected of being capable of stealing a nickle. But it is in the interest of the corporation that the conductor should treat the driver with haughty disdain, that there should exist between them neither confidence nor respect, and the wider they are apart the better the corporation is pleased, the theory being that suspicion, mutual dislikes between employes inures to the advantage of the employer, because in that case one becomes the spy upon the other, and mutual spotting is thereby established without the expense of employing a spotter.

It has been written of electricity that

"Dr. Franklin caught the horse.
'Twas harnessed by Professor Morse."

But, of all the men who have taken a hand in harnessing the electric horse it will be confessed we think that Edison has trained the fiery, fluid steed to work in the greatest variety of tackling. In fact, Edison is the great lightning tamer of the world, and now, we notice that he is perfecting a phonograph, which, when completed, will talk in tones forty times louder than the human voice; and placed on the tops of buildings, persons will be able to converse two blocks distant from each other. This done, Mr. Edison will turn his attention to the construction of office phonographs, which will take the place of stenographers. All that is required is to talk at the machine and when required it will talk back and repeat exactly the words spoken, and no mistake. What next?

HEREAFTER railway corporations in Massachusetts will pay their employes once a week. Why not? Indeed, why not make the law general? Take the average wages paid railroad employes, \$1.79 per day or \$10.94 per week, and it is safe to say the money in hand will have a purchasing power fully 10 per cent. above that of the credit of the employe, and often more. In the best mercantile establishments, where gilt-edged paper is accepted, the rule is 5 per cent. off for cash, but in the case of paying the employe once a week he is permitted to buy where he can buy cheapest, it gives him the range of the market, which we are confident, in the expenditure of say \$11, he could save \$2 or \$100 a year. Cash is in demand. Credit is at a discount.

It is well understood that this Magazine does not favor the "boycott," but it must be remembered that it is quite as decided in its opposition to the infamy of "blacklisting;" indeed, blacklisting is boycotting, and certain railroad officials are responsible for the devilish outrage. They are twin infamies and ought never to be heard of again in the United States.

In the matter of hours for work required of Locomotive Engineers and Firemen, it might be well for the railroad managements of the United States to take lessons of Germany, where locomotive engineers and firemen are required to work only four to five hours a day on fast passenger trains, to ten hours on freight trains, and in addition to this engineers and firemen are permitted to rest every fourth, fifth or seventh day. In regard to switchmen they have a holiday every two weeks. We should like very much to compare avoidable accidents between Germany and the United States, based upon miles of travel.

THE Boston Post, one of the most conservative papers published in New England, in commenting upon labor organizations, remarks "that there may be various opinions as to the benefit that is to be derived by the laboring man from connections with labor organizations, while in some cases there can be little question of 'their value,' and adds: "In union is often found a strength that the individual in vain seeks to exert; and while we do not concede that the entire body of the laboring men of the country or State is in a condition requiring the services of such organizations, or are in any sense, as a class, oppressed by their employers, yet such cases occur, and here and there great need has existed in the past for organized movements to obtain reasonable concessions from hard and grasping men." The value of labor organizations is no longer debatable. The strength which union affords is universally recognized. Capital has demonstrated the fact in ten thousand instances, and labor is satisfied with results in so far as its interests are concerned. There is no more probability that labor organizations will disband than that corporations will retire from the field. While individuals remain fallible, errors will appear in all organizations. Perfection may never be reached, but the indications are that labor organizations are obeying St. Paul's recommendation and are "going on to perfection."

THE COMING CONVENTION.

On the 15th of September, inst., the Annual Convention of the Brotherhood of Locomotive Firemen of North America will convene in the City of Minneapolis, and when the roll is called the representatives of 340 Lodges will respond. A membership of over 17,000 will be represented. We look forward to the meeting with gratifying expectations. We believe it will be distinguished by harmony, work and judicious conservatism.

We shall have before us all the lessons of experience. We have learned what is for our welfare, and deriving profit from experience, will be in a position to push forward every needed enterprise with such agreement of views as must secure the largest results for the good of the Brotherhood. We meet to deliberate. Agreement is secured by concession, and prosperity results from fealty to the will of the majority.

A revised Constitution, required by the growth of the Brotherhood, will be submitted to the delegates, and under its wise and beneficent provisions we have a right to believe the Order will press forward to new conquests and achieve results which will add to its already well-earned fame.

We shall not forget the day of "small things," the "rock from which we were hewn." We have labored to promote the welfare of workingmen, and we know by what rugged pathways we have marched. We indulge in no vagaries. Practical men, we meet to accomplish practical ends, and as we have solved difficult problems in the past by our own formulas, we have learned self-reliance, and while treating with due respect the wisdom of others, we feel ourselves masters of the situation.

Again, anticipating a large and harmonious Convention, we dismiss the subject until we see "eye to eye" as on former occasions, when we have met around the council board of the Brotherhood.

On one side the statement is reiterated that capital is "idle" because business is dull, that capital is "timid" because of labor troubles, and that wages must be reduced to enable capitalists to obtain fair dividends upon their investments, and in addition to this we are told that the railroad business of the country is the standard by which to determine whether business is healthy or on the sick list. Admitting that the railroads are a proper criterion, we notice that the contracting agent of the Pullman Company states that there "never has been so brisk an inquiry for cars as at present. There is hardly a road in the country that is not in the market for cars of all descriptions. The list includes every variety, from an electric street-car for Appleton, Wis., to a sleeping-car for the New York Central. The order for the Central will not be entirely filled until the close of the year. It was for fifty-nine drawing-room and sleeping-cars, one of the largest orders ever placed. The St. Paul is to receive new sleepers, and new passenger equipment will be delivered within six weeks to the Atchison and the Northwestern Companies. The orders for box-cars will keep the shops busy until January. Prices are about 5 per cent. below those of last year, and less than ever before." The fact is that all legitimate business is prosperous, and the employers of workmen are able to pay good wages.

SENATOR PLUMB, of Kansas, declared in the U. S. Senate his determination to vote against appropriating money to sustain the military academy, at West Point, until the law is so changed that one-half of the vacancies occurring in the army shall be taken from civil life. He said, "my own belief is that we are building up in the exclusiveness, which we are creating in the army, an aristocratic and anti-Republican institution, which will some day come to plague us." All standing armies are aristocratic, and that of the United States is most disgustingly aristocratic.

THERE were ninety-three railroad accidents in the United States during the month of May, 1886, an increase, as compared with May, 1885, of thirty-one accidents, and an increase of fifteen in the number of persons killed, and of one hundred and five injured. The number of persons killed in May, 1886, was twenty-three and one hundred-and-seventy injured, of the twenty-three killed seventeen were railroad employees, and of the injured seventy-four were of the same class. We notice the remark that this increase of accidents "shows that there are still reckless men in the train service." We hold that it shows much more than that. It shows, first, that railroad officials employ incompetent men, because they can get them cheap, or, second, that they exact of competent men too many hours' service. Some accidents are unavoidable, but if the real facts in each case could be ascertained, we are satisfied one or both of our propositions would be found correct. When men strike for an advance of wages, rather than pay the advance, incompetent men are put in their places, and accidents, wrecks and losses of life and injury inevitably follow, and when competent men are employed all too often excessive labor is demanded, which disqualifies them for that eternal vigilance which is the price of *safety*. The question is worthy of more thought than it receives.

EDISON is undoubtedly an electric wizard and entitled to great consideration, but he is not the discoverer of the process of telegraphing from a moving train; in this instance he appropriated without credit the discovery of another person. It would have added not a little to Edison's fame if he had been large enough in this case to have given proper credit and shared fame and profits with an humbler co-worker in the field of science. Edison is now rich enough to be just, if not liberal.

IT is now settled that Indianapolis is to have a new railroad depot, and the indications are that it will be one of the most beautiful in the country.

THE total construction of main track of new railroads in 1885 was 3,100 miles, and it is estimated that the construction for 1886 will reach 6,000 miles—a few miles more than were in operation in the country in 1848.

IT is reported that His Holiness, the Pope, has set down on the Knights of Labor. Should Mr. Powderly conclude to fulminate a Bull, the result will be an entertainment which would make the Spanish nation bellow with delight.

DURING the first half of the current year the disbursements of railroad dividends and interest in Boston amounted to \$10,192,000, an increase over the first half of 1885 of \$180,000, and still the howl goes up that railroads are losing money.

IT may be difficult to tell who of the men in charge of a freight train is exposed to the greatest danger, but the following from the experience of a brakeman is convincing that the duties of that class of trainmen are full of peril. "I have known," says the brakeman, "the time when I was braking on a freight train, when the train was running fifteen or twenty miles an hour against sleet and snow, and a call had come for 'down brakes.' At such a time I have been sitting on the top of the car so stiff and frozen as to be unable to work the brakes at all. We do not mind the cold weather so much on the freight as when there is snow on the ground and cars. Then it becomes very dangerous, as when the train is running twenty miles an hour the snow and sand will be hurled up between the cars enough to blind a man, and with the ice covered cars and running as we do, from one car to another, perhaps with our lanterns blown out, it is pretty dangerous, and a man has to be sure footed and have his wits about him to brake on a freight in the winter time." That so few brakemen are killed is a matter of surprise, and that men can be obtained to engage in the perilous business at from \$10 to \$14 a week is a still greater surprise.

FRONTIER REMINISCENCES.

VIII.

A wild song of Indian yells,
 Anon the low cadence of a humming stream,
 The dangling scalps above them wave;
 Then of the fight a warrior tells,
 Of battles won by daring braves.

Raising the bleeding and unconscious Pawnee, we bore him back to where we had decided to bivouac that night, on the ground where the Sioux had camped. The Pawnees made a triumphal entry of it, keeping up a continued yelling and shooting. The hastily departed and scattered Sioux had left to us their dried buffalo meat, their stolen horses and mules and a few ponies. After we had secured and provided for our animals for the night, and disposed of our hard tack and coffee, I paid a visit to the wounded Pawnee. I found him entirely alone, lying on some blankets under the shelter of an old wagon-cover that did duty for a tent. In a corner, on the lopped branch of a cottonwood, burned a short piece of candle. I wondered where it came from; the wounded man saw my look of interrogation—we may not understand each other's speech, but all men's minds speak the same language through the eyes—and casting a significant glance at the light, he spat out with the utmost contempt the word "Sioux." Probably the Sioux had found it in some deserted cabin, or while rifling a captured wagon train. I asked him if he did not desire a drink. He shook his head and answered "no." I pointed to his wounds, his clothing had not yet been removed, and the blood was drying hard about the terrible gashes inflicted by the Sioux, and asked him if he did not wish to have them washed and dressed. He again replied with a shake of the head, and a firm "no." After talking with him a short time concerning the fight, of which he made no boast, nor did a word of complaint escape from him, I stood up to go, saying "you must feel sick." "Yes," he answered, then pointing to his wounds, "sick there, and sick there, and sick there, but," he continued, laying his hand over his heart, "no sick there." Speaking with some of the other Indians during the evening I expressed my surprise at the Pawnee not shooting the Sioux when the opportunity had been so favorable at first, using his

carbine to advantage and without endangering himself. "True, to shoot the Sioux would be brave," they said, "but first to hit him with his whip, would be brave two times." Looking at the Pawnee that evening and listening to his calm recital of some of the most exciting scenes, always keeping himself in the background, I thought of the observation made by Humboldt: "In two respects the American Indians were a very remarkable race. There is a striking resemblance throughout the whole family, from Labrador to Patagonia. There is no other example of a population so widely spread, which bears such uniformity of form and aspect. At the same time, these people seem to be peculiarly unchangeable in their physical characteristics. Even those who remain among us, the descendants of the Penobscots and the Mohicans, though degraded by imbibing the vices of civilized society have still the general aspect as their progenitors two centuries ago. Whenever you meet an Indian you are struck with a mingled mystery and melancholy in his countenance, a peculiar loftiness in his bearing, and a taciturnity which is difficult to overcome." I was impressed by the truth of these remarks.

On hearing the wild whoop that announced the inauguration of the scalp-dance, I went out and witnessed a most barbarous custom. The Indians had formed a wide circle, all standing around a small fire. On the end of a pole one carried the dangling scalp of a Sioux, another the ornaments he wore, and so on, at intervals around in the slowly moving circle, the trophies of the fight were borne in triumph. In the centre near the fire sat three or four Indian youths, who with blankets about them played squaw. Their participation in, and answering to certain portions of the savage music that was made, seemed to have been the source of great amusement to the others. To the wild whooping song they moved slowly to the left, keeping time by the movements of the feet and clapping their hands. This continued till nearly two o'clock in the morning. The night was black in its darkness, and the occasional efforts of the fire to pierce it, made the scene terrible to look at. The condition of

any portion of the human family that not only tolerates, but cherishes by teaching in their practises such barbarous customs, is to be deplored. The absorbing interest that possesses one in witnessing such scenes arouses feelings identical with those that excite the spectator of a Spanish bull fight, or that fired the blood of the multitude when the thumb signal of death was given in the Colosseum of the Eternal City. Civilization is not benefited or advanced by such degrading customs, on the contrary it is the opposite of that spirit of liberty that gives us the highest civilization, teaching and recognizing in every man an equal before the law and his Creator, having rights that should be protected, and opinions that ought to be respected.

The Pawnees, at a time in the early history of the tribe, offered human sacrifices, generally captives, to the Great Star.

The day following the fight we rode to Fort Mitchel, about two miles west of Scott's Bluffs; this, for the time being, obliged us to leave the proposed route, but it was the nearest place, and the only place within a distance of a hundred miles that afforded the opportunities of rest and attention that the wounded Indian so sadly needed.

The pass through Scott's Bluffs follows a deep and winding defile, in places so narrow as scarcely to allow a wagon to pass. Their clay like sides are deeply furrowed, and at many places huge columns and numerous smaller ones are cut in bold relief, and many chiseled from the parent block, that like granite sentinels stand out here, there and everywhere. A regiment could be secreted in the scars of its face that overlook the traveled canon, and could crush an army corps in the chasm beneath, as completely as the avalanche that sweeps away the miner's cabin from the mountain side. Before entering the pass that day the ordinary military precautionary movement was observed, that is: a small detachment rode rapidly to the other side taking up a position at the exit; then the main body moved through, leaving a rear guard on an eminence that overlooked the entire defile. On the arrival of the column at the other end, the rear guard was signaled to move forward by the bugler sounding the advance.

In the pass one of the men picked up a human skull that the captain commanding, had afterwards interred on a grassy hill near the western entrance. Standing here resting in our saddles, in that lazy looking manner peculiar to a tired horseman, by moving slightly from the saddle seat and leaning forward on the pommel, throwing our weight on one stirrup, we waited while a trooper dug a hole with the point of his sabre to receive the skull. During the time thus employed we enjoyed a view of one of the most beautiful landscapes that I ever looked upon. Springing from the very base of the bluff, looking far out to the front, right and rear, rolled a vast plain; through it ran the Platte, glistening in the sunlight, and bearing upon its bosom a thousand pretty, bright green islands. At our feet below was the square adobe-built Fort Mitchel, having a number of Indian teepees scattered about, the homes of some friendly Sioux. Along our left the country was more broken as it approached the shattered spurs that ran out from the range with its caps of snow cooling the clouds that kissed them.

Sitting in the shade at the wide gate entrance to the little fort, watching the cavalcade moving towards him, sat and smoked Jim Beckwith, the famous scout. A man who had lived half a century on the frontier, and who was as familiar and intimate with every tribe of Indians, as they were with each other. Some feared him, many respected and even held a deep and sincere affection for him. He knew every pass and trail that climbed the mountain, or led across the plain; he knew every stream and where to ford them. He loved his wild, adventurous life. He was a man of heavy frame and powerful build, his head was large and covered with a shock of thick, but intensely black hair, having the ancestral inclination to kink. His father was a mulatto, and he himself was as dark as an Apache. He died a few years ago at an advanced age, near Denver, Colo. We went into camp on the river a few hundred yards from the fort, and after picketing out our horses, I sought the old scout. He was yet sitting on the rough-board seat near the gate; I had not seen him for several months, he was changed but little, save that his moccasins were new,

and he had grown a trifle thinner; this was due to a fever that had overtaken him on his way to Fort Laramie, and from which he was now convalescing. He greeted me warmly, inviting me to sit down; he was bareheaded, and the pipe that he had been smoking, when we passed a short time before, was now resting idly between his fingers. I always took great delight in listening to his talk, he was so interesting, though he never liked to be asked to tell a story; he had rather it would come naturally in the course of conversation. That evening I took occasion to mention the discovery of the skull, while coming through the pass in Scott's Bluffs, and to my astonishment he became interested at once, asking me where about, and in what part of the pass did we find it, where we buried it, and if it was an Indian or a white man's skull.

"Well, sir," said he, after our talk had occupied about fifteen minutes, and pointing and looking towards the Bluffs, "there, in the light of a September sun, was enacted a tragedy, that like many others, was prompted by a spirit of revenge. Subsequent acts of mine," he continued, "connected with that cowardly massacre, came very nearly bringing to me the death sentence from the council of the Cheyennes; I will relate to you the circumstances that led to it."

Tim Fagan.

[TO BE CONTINUED.]

ADDRESS BY W. D. ROBINSON, ESQ.

Founder and First Grand Chief of the Brotherhood of Locomotive Engineers.

We have received a copy of the Cincinnati Commercial-Gazette containing an account of a grand reunion of the Brotherhood of Locomotive Engineers, held at Price Hill, in that city on the 30th of July. First Grand Assistant T. S. Ingraham and other prominent members of the order were present, including Mr. W. D. Robinson, the actual founder of the Brotherhood, and its first Grand Chief Engineer. It was while he was employed as locomotive engineer on the Michigan Central in 1861, that Mr. Robinson began the work of arousing his co-laborers to the necessity of effecting a per-

manent organization for the protection of their calling. He made a personal appeal to each and all his associate engineers. Day and night he demonstrated the benefits to be derived from organized action. At first he met with little encouragement, but his perseverance and indomitable will were equal to all emergencies. His heart and soul were in the work. He had faith in the ability of engineers to erect a monumental institution and dedicate it to the advancement, the elevation and the glory of their calling, and he carried forward the work of agitation in spite of all obstacles, nor did he abate in his energy and perseverance until his fellow engineers were imbued with the spirit that eventuated in the institution of the "Brotherhood of the Foot-board" in Detroit, in 1863, which was subsequently changed to the Brotherhood of Locomotive Engineers. It will thus be observed that Mr. Robinson was the actual founder of the great Brotherhood of Locomotive Engineers. He prepared the first constitution and by-laws for the organization which were adopted with few modifications. The first fifty-four divisions were organized under his supervision and he officiated as Grand Chief Engineer during the first year of the Brotherhood's existence.

We have not the space to detail the early struggles and privations of this humble philanthropist, but we gladly pay to him the tribute of our admiration and esteem. The name of W. D. Robinson ought to be remembered with gratitude and love by every locomotive engineer and fireman in the land. He is worthy of a place among the benefactors of his race. The great Brotherhood he conceived and brought into existence and the numerous others that emulated its example are imperishable monuments to his genius and fame.

Mr. Robinson, though retired from active service on the rail, is still an honored member of the Brotherhood. His home is at Vincennes, Ind., where he enjoys the confidence and esteem of a large circle of friends.

Mr. Robinson attended the reunion at Price Hill by special invitation and delivered a most able, eloquent and logical address, which appears in the Commercial-Gazette in full, and which we take the pleasure to re-

produce in our columns. The address though brief, is highly creditable to the head and heart of the gentlemen who delivered it and we bespeak for it the careful perusal of every reader.

Following is the full text of the address:

Mr. Chairman, Ladies and Gentlemen:

"When asked to address you for a moment here to-day, the question at once presented itself what should be the tenor of my remarks, the great necessity, the feasibility or the advantages of organized action on the part of Locomotive Engineers? These things have been considered and acted upon these many years, and with what beneficent results this large and brilliant gathering is but one among many conclusive proofs; therefore, as these things are no longer matters of experiment or question, and believing that I address an assemblage of intelligent men and women, to whom the acquisition of knowledge is at least a privilege, and feeling that we can arrive at a correct understanding and appreciation of the true dignity of knowledge considered alone and apart from all economical, not to say mercenary considerations, we shall have gained some advantage, and these few moments will not have been spent in vain, so my remarks on this occasion will be brief concerning knowledge so considered as an elevating and ennobling influence.

"The old familiar saying that knowledge is wealth, knowledge is power, need not be repeated here to establish it in the esteem of men or to verify its truth; but the grave question obtrudes itself—*are power and wealth the loftiest aims in the acquirement of knowledge?* The possession of power and wealth is, beyond all cavil, a worthy and noble aim, but I hope at this time to convey to your minds, my friends, the truth that the tree of knowledge bears still nobler fruits than these, and that the value of your knowledge is to be measured not alone by your account on the credit side of the ledger, or the distinction it may have conferred upon you among men, but by the extent to which it educates and refines your higher nature and elevates you in the scale of manhood.

"Do you tell me that it falls to the lot of only the few to become scholars, and that from chance or choice, or perhaps necessity, you have been trained to an industrial pursuit? But remember that it has been your special privilege to have lived in an age and country where the accumulated knowledge of centuries, stored in books, is thrown, as it were, broad-cast at your feet and presses close along your path on every side; and so sure as you reach forth your hand and gather these fruits and treasure them and keep them alive so far as you are able, so

sure will they elevate and ennoble your life. Knowledge crowns its possessor with a nobility which kings can never bestow, and while it adorns the humblest occupation, without it the most exalted station appears to true men mean and low.

"Remember again that while engaged in the pursuit of knowledge you are always in good company, in the society, so to speak, of great men, who have consecrated their lives to the goddess of wisdom, and have passed their years on the frontiers of thought and investigation, like sentinels, to warn us off the shoals and quicksands of error, and to point out and acquaint us with the priceless gems of ascertained truth through all the wide domains of human inquiry.

"Do you urge the long-continued hours of toil, the exhausting strain upon all the vital energies, the weariness of mind and body, the urgent need of rest, your plea is just, but wait for a moment with me. Turn back one leaf of the record and tell me of the moments loitered away in useless chat or worse than wasted in idle amusements, and let us agree that the steady and determined pursuit of a true and higher knowledge may not alone free us from the habit or necessity of vain and fruitless gossip, but save us from the consequences of pernicious associations or the perusal of unprofitable books. This much, if no more. My friends, you have thus far given me your patient attention, for which I most truly thank you all, but I find the scope of my theme too extended for the limit of time permitted here, as just now pressing hard for recognition comes the fact that the knowledge of the individual citizen concerns not himself alone but, society at large, the growth and prosperity of the State, the power and greatness of the Republic, the perpetuity of our liberties.

"And thus we find our subject susceptible of almost indefinite elaboration, but I shall no longer trespass on your time. A word more and I shall close.

"In the light of modern research and experiment, the things and theories of to-day, though bright and new, may suddenly appear worn and obsolete in the better light of to-morrow, and it remains only a question of time, as I believe, when the locomotive engine, the great civilizer of our age, must inevitably give place to electric force. Knowledge is a condition of invention, and who among you shall become the "Geordie" Stephenson of the coming power? In whatever condition of life we may be found, let it be known and said of us, each and all, that we are striving with a patient and determined endeavor toward a higher knowledge, a higher and nobler life. Beyond this we can only be content to labor and to wait."



PHILADELPHIA, August 6, 1886.

MESSRS. EDITORS:—Referring to "Eccentric's," "A Few Problems," January Magazine, page 36, I quote his fourth problem: "Is it, or can it be true, that the *top* of a driver, or of any other wheel in the train, moves *twice* as fast as the *bottom*, and the *bottom* stands *perfectly still*?" and also to the July Magazine, and my illustrated article on pages 406-7. I propose to prove, by this, figure 3, that the answer to this Fourth Problem is "yes," and also to reply to "Eccentric" in the August number, page 465.

It will be understood, in all my articles, whether the illustrations are shown by gearing or traction, that the wheel *does not slip in any case* unless it is otherwise stated. I thought the same as Eccentric, when I first tried this experiment, that a single revolution of the wheel measured the same number of inches upon the stationary plane A, that it does upon the slotted movable plane B, and *apparently* it does, that is, measured by inches, upon the divided rule. To make the guide better, of the moving slotted plane B, I put a roundheaded screw at the extreme end, and also one at about the centre of the slot, say at ten inches. I found, on trying to revolve the wheel, it would make but half a revolution; but, when the geared wheel A had made one-half a revolution, I had to remove the guiding screw in the middle, to enable the wheel to make the other half revolution; but by removing this screw, I found that the moving slotted plane B, moved the whole length of the slot, or double the distance of 9½ inches, as indicated upon the stationary plane A. The stationary plane A being at rest, the geared wheel A combines in a single revolution, the *speed of rotation and the speed of translation*, while the moving slotted plane B has *only* the speed of translation, therefore, as in a locomotive's drivers, or any wheel in a train, when moving in contact with the rail, it combines the speed of rotation with the speed of translation—and if the top does not move twice as fast as the bottom, and the bottom stand perfectly still, it cannot move at all, unless it slides; and in that case, top and bottom move at the same speed, as in the case of a locked wheel.

This principle, applied to the drivers of a locomotive, the *bite* of the wheel of the driver, in contact with the rail, is the earning power of a railway.

If any of the Brotherhood are not convinced by this explanation and these illus-

trations, I would be pleased to answer further.

The prophet Ezekiel, in his vision of the cherubim says, Chapter 1, Verse 20: "For the spirit of the living creature was in the wheels."

William E. Lockwood.

MESSRS. EDITORS:—I see by the August Magazine, that Mr. Lockwood has given to the Brotherhood at large, a portion of the remarks made at the Novelties Exposition in Philadelphia, and promises to give the principal part of his illustrated lecture also, trusting that it may prove acceptable to the Brotherhood. I believe these articles will be read with avidity and have no doubt that they will provoke earnest study of the problems presented.

Mr. Lockwood has also taken another step toward explaining his wheel problem, but we will have to wait a little longer to see what point he wishes to make by his last article.

"East Line" asks: "If you take a pair of engine drivers out from under an engine, and place them on level track with one pin on bottom quarter and place a rope on this pin and stand near the rail some eight or ten feet from the drivers and pull the rope, will the drivers move toward or from you?"

I think I see what "East Line" is driving at in asking this question and have no doubt he is going to ask some more on this point. It seems however that if you pull on the rope, you will move the wheel toward you, no matter where the pin may be, but of course it would move more easily in proportion to the height of the pin from the rail, for the same reason that it is easier to destroy the equilibrium of a high body than of a lower one.

Not long ago while engaged in working at a pump on a locomotive under repairs, the opinion was expressed that pumps to feed locomotive boilers were gradually being supplanted by injectors, and it was held that it was a matter of economy to use injectors throwing a continuous stream of heated water instead of pumps which throw an intermittent stream and produce a great deal of noise and clatter, and even worse, some pumps produce regular jars and "pounds," to the great detriment of the feed pipe and its attachments, and the annoyance of the runner. It was suggested that it was a wonder that pumps would work as well as they did, when the fact was taken into consideration, that at every stroke of the pump-plunger a quantity of water equal to the plunger in bulk is admitted through the receiving valve, then imprisoned between the said valve and forced to lift the discharging and the check valves with the full steam pressure on it and thus find its way into the boiler. The question then arose, what is

the pressure against which the water admitted into the boiler through the check has to work? One party contended that the water being forced into the boiler below the water line did not meet with the resistance which it would have to encounter if admitted into the steam space, while on the other hand it was urged that the pressure was equal in all directions in a boiler and that even if the steam did not directly oppose the entrance of the water from the pump yet it pressed downward on the water causing it to transmit its pressure augmented by the weight of the superincumbent water. Which is right?

Recently, one of our freight engines with three pairs of drivers, burning hard coal and using double exhaust nozzles, broke a corner off of the right slide valve. This piece measured $2\frac{1}{2}$ inches on its right angle sides and 3 inches across the other side, was scant $\frac{3}{4}$ -inch thick and weighed $\frac{3}{4}$ pounds. On opening the steam chest it was found that while the corner was broken off entirely it was not in the chest, nor did it appear to be in the steam or exhaust passages, nor was it found in the cylinder. When the left steam chest was uncovered the piece was found over there to the surprise of all hands having made a very remarkable transit from the right to the left steam chest without doing any damage.

Can any one give a lucid explanation how this seemingly impossible result was brought about?

Fulcan.

OTTAWA, KAN., Aug. 6th, 1886.

MESSRS. EDITORS:—In the August number of the Magazine, page 465, "Piston," in answer to my question, in regard to the travel of the slide valve of the locomotive, says if I will ask myself the following question the answer is apparent: "Can a valve travel faster than the throw of the eccentric?" I differ with "Piston." In the first place, motion of the eccentric is not communicated directly to the valve. The motion of the eccentric is first communicated to the link and from the link to the valve-stem, via the rocker-shaft. When the valve is working at full stroke its travel will equal the throw of the eccentric, but as the engine is cut back towards the centre, it gives the valve less travel. When an engine is cut back after she has her train started, it decreases the travel of the valve almost one-half, yet it does not change the motion of the eccentrics. I think the link acts as a lever and has the link block as a fulcrum, and by changing the position of the link on the link-block, it gives different rates of speed to the valve. I notice that "Dick" and "Lubricator" take the same views of this question. I should like to hear from others on this subject.

Fireman.

PHILADELPHIA, PA., July 30, 1886.

MESSRS. EDITORS:—Secretary Debs has enclosed me the following inquiries of "Engineer U. & N., Pocatello, Idaho":

Will you kindly answer the following questions in the next issue of your Magazine, viz:

First—"Are there any American locomotives in use in Australia?" Yes.

Second—"What part are they in?" American locomotives are running in the following colonies of Australia: Queensland, New South Wales, Victoria and South Australia, and also in New Zealand.

Third—"By what manufacturers were they sent out there?" Most of these were manufactured at the Baldwin Locomotive Works. The Rogers' Locomotive Works have also built some for Victoria and New Zealand.

The history of the introduction of the American locomotive into the British colonies is rather an interesting one. Many years since, two lads, who were schoolmates in England, were placed as assistants to the uncle of one of them, who was superintendent of motive power of one of the large railways in England. While they were yet young men, they decided to seek their fortunes in different parts of the world. One of them came to America, and is now at the head of one of the largest Eastern drug and paint warehouses, and has also been president of and director in a number of railways. The other sought his home in Australia, and became superintendent and purchasing agent of the Australian railways. By accident, they met on the continent of Europe. The first named of these was traveling with his family for pleasure, the other for business and pleasure combined. To all intents and purposes, they were unknown to each other, but, in a casual conversation, each found the friend of his youth. The one from Australia mentioned the fact that his business was to purchase locomotives for the Australian railways, and asked his friend's advice as to what class of locomotives were best adapted to these railways. His friend, having had experience on both English and American railways, advised him by all means to buy the American locomotive, because of its flexibility and adaptability to the railways of the colonies, as it was best adapted to the American railways for the same reason, and this circumstance is said to be the reason of the introduction of the American locomotives in the English colonies.

It is said to be a fact, which I do not vouch for, that the American locomotive can run efficiently upon the English home railways, but that an English locomotive, owing to its rigidity, and adaptability to rigid road-beds, cannot run upon an American railway.

I mention this because of its interest in connection with the inquiry, and if you choose, you may publish the same.

William E. Lockwood.

TRENTON, Mo., August 1, 1886.

MESSRS. EDITORS:—As I see some problems in the Mechanical Department, I will venture to answer two of them. "Vulcan" asks how many times will a two-foot wheel revolve in passing around a stationary four-foot wheel. Three times, of course. A one-foot wheel would revolve five times. Why? Because it revolves as many times as the length of its circumference is contained in the distance traveled besides one time extra on account of going around the circle of the large wheel, which is curved the opposite way. Now if the problem was, how many times will a two-foot wheel revolve around inside a four foot wheel with cogs on the inside, it would be the same, except instead of adding one revolution we would take one off, so a two-foot wheel would revolve once inside a four-foot wheel, and a one-foot wheel would revolve three times. I think this will make the wheel question plain to all. In the next question Mr. Lockwood asks, how far will the movable plane travel while the wheel makes one revolution? Answer, twice the distance traveled by the wheel. If the wheel is ten inches in circumference the movable plane will travel twenty inches. The reason is, a wheel rolling on a surface, the point in contact at the bottom does not move, while at the top it moves twice as fast as the center, so while the wheel traveled ten inches the top or movable plane would travel twenty.

J. I. M.

HERON, MONT., July 25, 1886.

MESSRS. EDITORS:—In answer to "A Member's" questions from Marquette, Mich., in July issue, as to freight train No. 4, due to arrive at yard A at 5:45, but arrives there at 5:40, colliding with yard engine, I would answer that train No. 4 is clearly to blame. I fail to see it any other way. In the first place, train No. 4 has no rights in yard A until 5:45, and a train running ahead of time has no rights, but must look out for everything; yard engine would probably have been clear for her at 5:45, when due, avoiding all chances of collision. Secondly, train men on No. 4 are to blame for not having train under complete control inside of yard limits. There may be local circumstances attached to it which would change the aspect of the case, but the question, on paper, looks clearly that No. 4 is to blame.

H. A.

A WAGON box has been patented by Mr. Henry Jacobs, of Evansville, Ind. It is formed of sections which can be taken apart and put together very rapidly, making it convenient for one person to place it on or remove it from the running gear of the wagon.

Locomotive Boiler Explosions.

National Car and Locomotive Builder.

No class of steam boilers largely used in America is so free from disastrous explosions as those used in our railroad locomotives, which is something remarkable in the presence of the fact that few boilers are run with a smaller safe margin of strength. Within the last few months there have been several locomotive boiler explosions that direct our attention to the subject, and we are the more disposed to discuss it, since attempts have been made to attribute one of the explosions to some mysterious cause beyond human comprehension. When a boiler explodes under a pressure which had often been carried before without signs of weakness, certain parties are sure to proclaim that some mysterious agency has been at work. In other departments of mechanical engineering, similar phenomena are of daily occurrence and pass without comment. A link in the chain of a crane breaks under a lighter load than the chain lifted two hours before, a crank axle breaks, not when the engine is working at its maximum power, but under comparatively light duty, a locomotive axle breaks when the engine is jogging along at a quarter the speed it made the day before. Every intelligent engineer meets incidents of this kind every month, and knows how to account for their occurrence. The same laws apply to the rupture of a steam boiler that control the safety of a chain link, yet the men who readily perceive a rational cause for a chain breaking to-day under a lighter load than it carried yesterday, fail to account in a natural way for a boiler exploding under ordinary working pressure and without warning.

No subject connected with the locomotive has received more careful attention from the Railway Master Mechanics' Association than the cause of boiler explosions, and the deliberate conclusion reached after years of patient investigation was, that ordinary over-pressure alone caused boilers to explode. A boiler works along safely for months or years after being built or thoroughly repaired, and some deteriorating agent keeps operating upon it unnoticed till a weak link in the shape of a corroded sheet or some broken stay-bolts gives way, and the boiler goes to pieces.

It is satisfactory to notice that the labors of the various Master Mechanics' Committees on boilers appear to have produced good results; for although the number of locomotives in the United States has been increased materially since 1875, the number of boiler explosions reported has been greatly diminished. During the year 1875, there were reports made of twenty-six violent explosions of locomotive boilers, and

in 1885 the number reported was eleven. This gratifying improvement is, no doubt, due to greater care and skill in designing, to better material used in construction, to more careful workmanship, and to the growing practice of rigid tests and searching inspection. This has been the line of policy advocated by the Master Mechanics' Association as the proper means for making locomotive boilers as safe as human agency can make a vessel containing the potential destructive agencies inside a high pressure boiler, and the men who enforce this policy in their daily practice are the men who secure immunity from accidents. The safety of locomotive boilers, even those that have been well made of proper material, is secured only by the constant care and unremitting vigilance that will be sufficient to guard against and detect in time, deteriorating influence. When these are relaxed for any length of time, disaster is inevitable.

The Most Northerly Railway in the World.

Exchange.

In the report of Consul-General Mitchell on the trade of Norway, it is stated that the Ofoten-Lulea Railway, which will, when completed, greatly influence the future of the iron trade of Europe, was commenced last summer at Lulea, on the Gulf of Bothnia, and has made very considerable progress. The contractors confidently expect to have the first section—Lulea-Gellivara, one-third of the entire railway—completed and opened for traffic by the end of January. The commencement of the work at the Norwegian terminus has been delayed a year, in consequence of a disagreement as to the site of the terminus at Ofoten, necessitating fresh surveys being made. These have now been completed, and the plans, &c., of the Norwegian portion of the line deposited with the Norwegian government, upon the approval of which work at Ofoten will be commenced. The site chosen for the terminus at Ofoten, is on the west shore of Narvig Bay, a commodious and well sheltered natural harbor at the bottom of the Ofoten fjord, and within a few hours of the Lofoten cod fisheries. On account of the influence of the Gulf Stream, the Ofoten fjord is navigable throughout the year. The length of the Norwegian section of the line is only twenty-eight miles. It will cross the Kjolen mountains at the frontier at an elevation of 1,600 feet over sea level. On the Norwegian side the country is very wild and mountainous, but the engineers anticipate no difficulties of an unusual nature either as regards the nature of the country, the severe climate or the snow. This railway, when finished, will be the most northerly railway in the world. It is being built by English engineers and contractors for the North of Europe Railway Company.

The railway has been most favorably regarded in Scandinavia, except by the Swedish iron industry, although the export of iron ores from Lapland can hardly influence the Swedish iron industry, but would rather compete with the inferior Spanish ores from Bilbao.

Safety Railway Couplings.

Scientific American.

The Amalgamated Society of Railway Servants has invited all owners and inventors of improved safety railway carriage or wagon couplings to communicate with its secretary at the rooms of the society, 306 City Road, London, E.C., with a view of giving their inventions a practical trial in actual service. The sum of £500 has been set aside by the society for this purpose. The desirability of such an action is shown by the statistics of the past few years. During the year 1884, 130 persons in Great Britain were killed while shunting cars, and 1,305 were injured. During the seven years preceding 1885, the yearly average of accidents gave 154 killed and 1,322 injured from this cause. In the United States, 459 men were killed in the same manner during 1884.

It is estimated that one man is killed here for each 765,000 freight-train miles, while in England the record is somewhat better, being one man to each 1,010,000 miles. Our readers are familiar with the effort of the Master Car Builders' Association in attempting to decide upon the best coupler among the many good ones of American inventions, and their desire to have it uniformly adopted on all American roads. The problem is somewhat less complicated in England on account of the uniformity of the central drawbar and chain, but it is stated that no satisfactory substitute for the simple hand-coupler now in use has yet been invented.

An Ancient Locomotive.

A journal published in England says: There is now on exhibition in the Birmingham Corporation Art Gallery, England, the original model three-wheeled locomotive made by Wm. Murdoch in 1781. The model is the property of Mr. Richard Tangye, who recently purchased it for a large sum, and has now lent it for exhibition. This engine of Murdoch's, although constructed three years previously, was laid aside till 1784, when Watt's patent included it. Watt appears never to have viewed the locomotive with favor, as even long afterwards he feared that the high pressure of the steam would be unsafe in such boilers as were then possible. In 1784, however, when Murdoch was at Redruth, representing the firm of Boulton & Watts, he utilized his leisure to improve and complete his locomotive, and the story is well-known

low, one dark night, he took it out upon the highway, and getting up steam, horrified the vicar and his wife, who, returning from Redruth, "was startled by a fizzing sound," and the sight of a strange monster rushing along the lonely road "in a zigzag way." The model, made on the eve of such a vast railway system as now exists, is therefore singularly interesting, and connected with it is the curious fact that Trevethick, thirteen years later, also ran his first road locomotive at Redruth.

High-Speed Engines for English Roads.

American Railroad Journal.

According to *Engineering*, the Northeastern Railway Company are at present having built at their works in Darlington and Gateshead twenty new engines, to be used solely for express purposes. At the Darlington North Roads Works ten of the engines are to be built. One is already completed. It runs upon four wheels (coupled) and is seven feet two inches in diameter. The diameter of the leading wheels is four feet and six inches and that of the centers eight feet six inches, the total wheel base of the engine being sixteen feet eight inches. The cylinder is eighteen inches in diameter and has a twenty-four inch stroke. The boiler pressure is one hundred and forty pounds per square inch, with total heating surfaces of about 1,400 feet. The tender is upon six wheels of three feet six inches diameter, with steel axles. It will hold 2,800 gallons of water and carry three tons of coal. The general fittings throughout are of the most approved character, and adapted to meet all modern requirements. The weight of the engine with steam up is forty-two tons, and that of the tender, twenty-eight. All the engines are to be of the same type, and are to be called "Tennant's Express Passenger-Engine." They will be capable of running express from York to Edinburg and *vice versa* in one journey; hitherto it having been necessary to employ two engines to accomplish the same distance. In a trial run of the engine a speed of eighty miles per hour was attained. When the engines are finished the Northeastern will possess engines, for finish, build and general excellence, unequalled in the country.

A HYDRAULIC forging machine has been patented by Mr. Charles Davy, of Sheffield, York Co., England. This invention has for its object to lessen the friction on the rams, guides, etc., from the expansion of the parts by heat from proximity to the ingot, and also to more effectually guide the moving cross head, and provide improved valves and method of working the main and lifting rams by high and low pressure water, obtaining a quick motion of the moving cross head toward and from the work.

Origin of the Name "Consolidation" Locomotive.

National Car Builder.

A correspondent says: "I would like to know exactly what is consolidated in the 'consolidation' locomotive. The names eight-wheeler, ten-wheeler, Mogul, Forney, and so on, are intelligible, but I cannot perceive anything applicable about the word 'consolidation' to the engine that bears that name." As we have heard this question discussed several times, it may be desirable to explain the origin of the name, which was not suggested by anything about the construction of the locomotive. The first consolidation engine was designed by Mr. Alexander Mitchell, then master mechanic of the Lehigh & Mahanoy Railroad. Just about the time the engine was completed, the Lehigh & Mahanoy Railroad was consolidated with the Lehigh Valley Railroad, and the name consolidation was given the engine to honor the event.

Insurance of Employees.

American Machinist.

The general superintendent of a Western railroad proposes to discount accidents by making it imperative upon employees to carry accident insurance. He furthermore notifies employees that "orders will be accepted by the cashier for monthly or quarterly payments of premiums." Accident insurance may be a good thing for railroad men—it may be an especially good thing on this road—but the thought suggests itself that this is a matter which the men can best decide for themselves, or, to put it just as it is, that it is in no way the business of a railroad superintendent whether or not the employees insure against accident. We do not believe his employees are in need of his fostering care to the extent indicated.

AN ELECTRIC time signal for railways has been patented by Mr. George Carroll, of Crystal Run, N. Y. Combined with a clock mechanism, stationary magnets, and armature lever, are a sliding hand, weight, and studded arm, connecting the hand with a wheel of the clock mechanism, with other novel features, the device being especially designed to automatically indicate the time elapsed between trains passing the station.

A RAILWAY track has been patented by Mr. Jacob Frysinger, of Rock Island, Ill. The cross ties are metal and the stringers of wood, seated in the cross ties, the fastening bolts passing through both and the rail, the bolt holes in which and in the stringers are elongated, whereby the strain of the bolts on the stringers is relieved, and the rails cannot spread unless the metal be torn apart.

GUILD'S SIGNAL.

Two low whistles, quaint and clear,
That was the signal the engineer—
That was the signal that Guild, tis said—
Gave to his wife at Providence,
As through the sleeping town, and thence,
Out in the night,
On to the light,
Down past the farms, lying white, he sped.

As a husband's greeting, scant, no doubt,
Yet to the woman looking out,
Watching and waiting, no serenade,
Love song, or midnight roundelay,
Said what that whistle seemed to say:
"To my trust true,
So love to you!
Working or waiting, good night," it said;

Brisk young bagmen, tourists fine,
Old commuters along the line,
Brakemen and porters glanced ahead,
Smiled as the signal, sharp, intense,
Pierced through the shadows of Providence,
"Nothing amiss!
Nothing! It is
Only Guild calling his wife," they said.

Summer and winter, the old refrain
Rang o'er the billows of ripening grain,
Pierced through the budding boughs o'erhead,
Flew down the track when the red leaves
burned,
Like living coals from the engine spurned;
Sang as it flew
"To our trust true,
First of all duty—good-night," it said.

And then, one night, it was heard, no more,
From Stonington over Rhode Island shore,
And the folks in Providence smiled and said,
As they in their beds, "The engineer
Has once forgotten his midnight cheer,"
One only knew,
To his trust true,
Guild lay under his engine dead.

—[Bret Harte.

PIONEER LOCOMOTIVES.

George E. Sellers in American Machinist.

The Chicago Exposition of Railway Appliances, in 1883, possessed great interest by the accumulation of early railroad appliances that were landmarks in the progress not only of railroad construction, but in all machinery pertaining thereto, particularly in the advance to the present perfection of both freight and passenger cars, and to the distinctive American locomotive. At the same time, to persons not familiar with the changes and alterations made from time to time in machinery as it is continued in use, and who are not able to detect or discover these changes, an exposition without note of the changed parts gives a false impression as to progress, and thus errors creep into and become fixed in history. I will cite an instance of this. An old and very interesting relic, a locomotive named "Pioneer No. 1," was on exhibition as the type of the Baldwin locomotive of 1836, with a certificate testifying that she was of that date; but no notice of changes or alterations having been made.

"This old engine, after its long use was still in fair running order. The driving wheels, half-crank axle, dome boiler and inclined cylinders outside of the smoke-box,

and the pump barrels as guides, were all the Baldwin engine of that period, but here all resemblance ceased; for the arrangement of the eccentric and valve gear, so essential to the working of the engine, were not Baldwin's of that date or any subsequent date. On seeing the old relic, it called to mind an engine of the same character that I had seen in the Michigan Central Railroad Shops, at Detroit, that had the valve gear changed in the same manner by Mr. Stephen Newhall, master mechanic of that road. My elder brother was with me when looking at the old Pioneer, and I called his attention to these changes and asked if he knew anything of the M. C. engine. Before he replied, a man whom I had noticed apparently critically examining the old engine, said to me, 'You are right, I worked for Newhall when this engine was altered. I took off the loose eccentrics, and if you will look under the foot-board, you will see some of the old attachments for shifting them.

"It did not occur to me until after we had left the engine and lost sight of the man, that Mr. Baldwin, before this engine was built, had abandoned his loose shifting eccentrics and adopted a fixed single eccentric to each cylinder, with double-arm rock-shaft under the foot-board, the forward and backward motion being given by alternately attaching the eccentric rods to either upper or lower arm of the rock-shaft by flat hook connections, the arms of the rock-shaft being brought into position to connect by hand levers.

"I have no recollection of the loose reversible eccentric on any of Mr. Baldwin's engines after his first engine built for the Philadelphia & Germantown Railroad. At all events, the "Lancaster," built for the State road, and, I think, the third of his build, was, as I have described above, single fast eccentrics and double-arm rock-shaft.

"When I commenced writing these reminiscences, to guard against errors of memory, knowing that my nephew, Morris Sellers, now of Chicago, had been on the Michigan Central, while Mr. Newhall was superintendent of motive power, I wrote asking him if he had any recollection of the alterations made on the valve-gear of a Baldwin engine on that road, and if he could give me anything in regard to the early history of the Pioneer. With his reply he forwarded for my perusal (to be returned) a letter from the Baldwin works, in reply to inquiries of Mr. Geo. W. Felton, Superintendent of the Chicago and Northwest Railroad, as to the history of the old Pioneer, owned and in use by that company. They say:

"By referring to the order books, which contains the records of the locomotives built by us from 1836 to 1850, we are unable to identify this engine under the name given. Some years ago our Dr. Williams had occa-

sion to investigate the history of the engine referred to. Inquiries concerning it having been directed to us at that time by Mr. John C. Gault, then with the Chicago, Milwaukee & St. Paul Railway Company, his recollection is that the facts then developed showed the locomotive to have been built originally for the Utica & Schenectady Railroad in 1836; it was the 37th locomotive built by Baldwin, the founder of these works, and was tried on the 14th of July of that year.'

"My nephew in his letter says: 'The present management has little information as to when the Pioneer came on this line. In January, 1855, I went to work on the Michigan Central Railroad. Mr. Stephen Newhall, then superintendent of machinery, sent me to Michigan City, and the first job I did was to set the valves on the engine Swallow, a *fac-simile* of the engine Pioneer, with exactly the same motion on her at the exposition; the Michigan Central Railroad had two of these engines, the second being the Alert. This engine, at the time I name, was in the back shop at Detroit, being thoroughly overhauled, and, if my memory serves me, having her *loose eccentric* removed for the hook motion I found on the Swallow.' At a later period, when he was running a gravel train at Chicago, he says: 'I remember the Alert came to Chicago, and was sent over the river to some western road, and as the old Genoa road was the only road coming into Chicago on the north side, it must have been to that line, which is now the Chicago & Northwest Railroad.'

"The inference is that the name Alert was changed to Pioneer No. 1, being probably the first construction engine on the railroad. Further on my nephew says: 'I am very certain that Mr. Newhall changed the motion of both these engines. Mr. Charles F. Jauriet, some time before his death, in speaking of these old engines, said he ran the Swallow on passenger trains, and that both engines came from York State, I presume Schenectady Railroad; although it is quite likely they were directly from Baldwin, as the road was running as early as 1838, at which time he was building engines of that class.'

"James Elkins, an old locomotive engineer, who has been with me many years, tells me that during the years 1847 and 1848 he ran a Hinkley & Drury engine on the Michigan Central Railroad; at that time Daniel Petty was Master Mechanic. That the road, when it belonged to the State, and before its sale to the Eastern Company, was equipped with the Baldwin engines, all of the six-wheel type, with *single eccentrics*; he has no recollection of any of them having the loose reversible eccentrics; this was before Mr. Newhall took charge; that all these first locomotives were then in efficient and active service.

"The Pioneer was a most interesting relic to me; the only regret being that the alterations that had been made on it had not been noted when put on exhibition as a type of engines of 1836.

"Here, at the Bowlesville coal mines, in southern Illinois, is another relic, a link in the progress of locomotives. It is a six-wheel Baldwin engine, one pair of 4½ foot drivers and four-wheeled truck. There is neither number nor date on this engine. It was purchased by the coal company of the Camden & Amboy Railroad about 1855 or '56. It was represented as having been built in 1840, and at the time of its sale was thoroughly overhauled before shipping; with it was also purchased an old English locomotive that has long since gone with old scrap metal. In 1870 I put a new fire-box and flues in the old Baldwin engine, having previously been used with wood. After these changes the engine continued in regular service for about five years, and then occasionally until 1880, when the outer shell of the boiler was found to be unsafe, though all the working parts were in fair order. It was thrown to the weather and gradually dismantled, as portions could be used in general repairs. Its actual active service may be fairly estimated as over 35 years.

"This old engine has the dome boiler, an iron frame of the simplest construction, straight flat bars of 1½" x 4" extending from back to front bumpers, the jaw pedestals for the driving axle, cast iron bolted to these bars, the *driving* wheels are front of the fire-box, the same position as the Norris engine of 1834. They are outside connected, no outer frame, but in its place a rim-board from the cab to the front bumper, with hold on hand rails lengthways on top of the boiler, that the fireman could safely clamber along and lubricate while the engine was running; cylinders, 10½" x 10" stroke. The barrel of the pump makes a single guide-bar, a device peculiar to all the early Baldwin engines; the driving wheels are cast iron with hubs apparently over 2' diameter into which the wrist pins are secured; but these hubs are hollow and internally arranged to *counter-balance* the crank portion; they are closed by a heavy iron plate securely bolted and riveted. The single eccentrics have given place to two eccentrics to each cylinder; the flat hook connection to the rock-shafts still used, with hand lever socket-spindle rock-shaft back of the dome and over the fire door, that the runner could throw the rock-shaft arms in position and secure connection.

"Our struggle with the Pennsylvania Canal Commissioners to allow us to build for the State Railroad outside-connected engines, with iron frames, was in the fall and winter of 1834, the first engine being put on the railroad in 1835.

"The history of the Baldwin Locomotive

Works, from 1831 to 1881, on the 17th page, we find:

"On the one hundred and thirty-sixth locomotive, completed Oct. 18, 1839, for the Philadelphia, Germantown & Norristown Railroad, the old pattern of *wooden frame* was abandoned, and no outside frame whatever was employed; the machinery, as well as truck and pedestals of the driving-axes, being attached directly to the naked boiler. The wooden frame thenceforward disappeared gradually, and an *iron frame* took its place.' In the same year it was noted that he was building outside connected engines, 'and had succeeded in making them strong and durable.'

"This is an evidence of the slow and guarded advance. It took four years of continuous service of *outside connected iron frame locomotives* on the State road before this justly celebrated builder adopted them, and now his biographer tells it in language from which any one would infer that it was original with him.

"The truck of this old relic is most ingenious; it comes as near as possible, without adopting it. It may be said to have no frame, the axle boxes are firm without any play, being fixed to the bar that connects that of the front to the back axle; between these boxes, on the upper side of this bar, there is raised a massive cast iron boss or lobe, faced on both sides, through which is a transverse hole of about 3 inches diameter; the plate springs are hung under and between the axle boxes, a rod or plunger passes through the vertical holes, the lower ends resting on the center of the springs, the upper end being considerably enlarged and slightly rounded against the under side of the engine frame, thus transmitting the weight of the front end of the engine on to the springs. The side boxes are connected, one pair with the other, by a shaft with deep collars that fit against the bosses and are drawn tight by keys on the ends that pass through the transverse hole; the center of this shaft is so shaped that the center pin of the engine passes through it and is free to play up or down, the stability of the truck depending on this shaft and the deep flanges on the wheel axles."

SHE had just dropped in for a morning call on her way down-town. "Do you know, Cicely dear," said she, "that it is awfully warm; but I suppose I must wear this fur-trimmed dolman anyhow." "O, I didn't notice you had it on. Is it the same one you had last year?" "No, it isn't, I'd have you know. It's brand new and you knew it." It's a very bad practice, this making morning calls; always leads to the shedding of tears.—*Hartford Post*.

THE OLD BROWN CLOAK.

"I don't know as I've got anything to give," said Farmer Foxglove, looking dubiously around the kitchen.

Widow Waterman gave a little sniff of mingled deprecation and humanity.

"Times are very hard with me, Mr. Foxglove," said she. "I hain't had no work since August, and there ain't nothin' to eat in the house."

"You don't tell me!" said the farmer, who was the softest-hearted of men. "Here, give me your basket! Philena'll say I'm an old fool; but I don't care."

With a trepidation not unlike the sensation of a schoolboy who robs an orchard for the first time, he went into the buttery and helped himself to half a cold roast fowl, a loaf of rye bread, a goodly wedge of yellow butter out of a covered stone jar, and three-quarters of a juicy apple pie. And then he opened Mrs. Foxglove's especial tea caddy, and filched a handful of the fragrant dried leaves, which he wrapped up in brown paper and put beside the other viands. And, chancing to notice how thin and inadequate the poor old woman's shawl was, he recklessly took down an old bombazine cloak, originally a bright brown, but now faded in as many streaks as a zebra hide, which had hung from time immemorial in the back entry.

"There ain't no more use in that old dud," he thought. "And it'll keep the cold out, and if Philena makes a fuss I'll give her a new blanket shawl."

Mrs. Waterman went off rejoicing. Presently Mrs. Foxglove and Seraphina came home from the weekly meeting of the Society for the Helpers of the Heathen in jubilant spirits.

"George Patterson was there," said Mrs. Foxglove. "He said he came after his aunt, but it was my belief he wanted to walk home with Seraphina."

Seraphina hung down her head and said nothing.

"La, me!" said Mrs. Foxglove from the kitchen. "What has come of things? Here's the cold chicken and the apple-pie gone! And the cover off the butter-jar, too!"

"Y—yes," said the farmer, coughing, "I got sort o' hungry, so I thought I would jest take a snack."

"Where's the bombazine cloak, pa?" said Seraphina, after the somewhat frugal supper, as she took the milking pail. "It's raining a little, and the cows haven't come home from pasture yet."

"If I had a pair of eyes I'd use them," said Mrs. Foxglove, coming to the rescue and viewing the row of empty pegs with an eagle glance. "Well I declare! Nehemiah," turning to her husband, "that comes of leaving you to keep house. You must have gone

off and left the door open and some tramp has got in and robbed us!"

"I did just step out to the wood-pile for some more logs," said the farmer, thankful for the avenue of escape that was opened to him. "But I wasn't gone very long."

The farmer wriggled uneasily in his cushioned rocking-chair.

"I wish old Mrs. Waterman had been in Jericho before she came here!" he said to himself.

Meanwhile pretty Seraphina, singing softly to herself, folded an old striped shawl around her taper shoulders and went out to the pastures after the truant company of cows.

Old Tulip's bell was jangling among the silver-stemmed birchens on the bleak hills; they were already on the homeward path, but Seraphina loitered unnecessarily on the foot-bridge that spanned a brawling brook.

All was still and dusk; a certain frosty sweetness was in the autumn air, and the only visible person was a woman farther down the brook, who was dipping out water.

Suddenly there was another step—stronger, swifter and full of purpose. Seraphina's eyes brightened; a vivid color rose into her cheeks.

"There he comes now!" she murmured, "There comes George!"

To her surprise and dismay, however, the cavalier did not come up the hill, but stayed his steps beside the other woman below.

"He is throwing his arms around her neck," thought the indignant Seraphina. "He is—yes, he is actually kissing her! Are men absolutely without truth? But I don't care! Why should I care? I'm sure it don't matter to me."

Seraphina hurried the cows home, and finished the milking in less time than it had ever taken her before. She was just carrying in the foaming pail when a tall figure approached.

"Seraphina!"

"Pray don't trouble yourself to speak to me, sir," said Seraphina, with a toss of the head. "Or if you do, please call me 'Miss Foxglove!'"

And Seraphina vanished through the kitchen door.

"What's the matter, Phiny?" said her mother, noticing the girl's quick movements and heightened color.

"Nothing, ma," said Seraphina.

It was getting towards 9 o'clock when there came a knock at the door. Mrs. Foxglove opened it. There stood the Widow Waterman.

"I hope I'm not intruding," said Mrs. Waterman, "but here's the brown bombazine cloak, Mr. Foxglove, and, humbly thanking you all the same, I'd rather not wear it."

"Eh!" said Mr. Foxglove in amazement.

"It was very kind of you to give it to me," went on Mrs. Waterman, to the utter dis-

comfiture of the poor farmer, "but there's some things as human flesh and blood can't bear, and to have Deacon Pullaby's son asking if he could not see me home when I came out of the store, and Mr. Ferdinand Pluff saying was I to be at the dance at Melinda Edwards' on Tuesday night, and might he call for me at 8 o'clock—well, it's rather upsetting. But the worst of it all was when I went to get a little water at the brook. A young fellow seized hold of me and was going to kiss me. I believe it's the brown cloak as done it all," with a meaning glance at Seraphina Foxglove. "So if you would please to take it back I'll try and get along with my old shawl a spell longer. And the roast chicken was very good, sir, and the apple pie couldn't be beat."

There was a moment's direful silence, and then Mrs. Waterman sidled out of the room and betook herself once more to the mysterious silence of the night.

"Well, I declare!" said Mrs. Foxglove.

"Ma, don't scold pa!" said Seraphina, half-way between laughing and crying.

The farmer feebly rubbed his hands.

"I think I'll go to bed," said he.

And he went. Seraphina, running out for a pitcher of water, the last thing before shutting the house for the night, nearly stumbled against poor George Patterson.

"Goodness me! what are you doing here?" said Seraphina.

"I can't go home and sleep, Seraphina, while you are angry with me," said the poor young fellow, who was very desperately in love. "What have I done to deserve your coldness?"

"Nothing," she answered. "Except—except that you can't blame me for being jealous when I see you hugging and kissing the Widow Waterman!"

"It was the cloak, Seraphina—the brown cloak—that misled me," pleaded George. "I thought of course, that it was you."

"Oh, it's all very well to talk," said Seraphina.

Mrs. Foxglove thought Seraphina had never before been so long in bringing a pitcher of water.

To George Patterson, however, the moments seemed winged, but nevertheless he went home rejoicing. Seraphina had forgiven him.

A RECENT lesson in the Sabbath School was on the death of Elisha, and when one of the scholars came to the clause, "they buried him," the teacher asked, "Why did they not cremate him? Do you think there is any encouragement in the Bible for cremation?" "No encouragement whatever," was the reply; "they tried it on the three that were cast into the fiery furnace, and didn't make it work."

WHO ARE THE HEROES?

Let others sing of Bludsoe, Bradley, Guild--
Well they deserve kind memory and a tear--
But he who holds his manhood undefiled,
Loyal to lowly duty, is their peer.

Are there no living heroes? Must men die
To be accounted noble, true and brave?
Are all the laurel wreaths woven to lie
On pale, unconscious brows, cold in the grave?

Is there no need of praise to him who stands
True at his humble post, whose eye unclosed
Foresees the danger, and whose faithful hand
Holds free from harm the sacred trust imposed?

To go when duty calls from fireside warm,
To walk the track with ever watchful eye.
To bear the red-light through the driving storm,
Or stand to brakes when sleety crystals fly;

To hold a lever and to watch a gauge,
To set a switch, or give a signal true,
To tap a wheel, or drive a spike—a sage
Might call these trifles—but do you?

Let one of these be slighted, only one—
These daily duties of ten thousand men—
And somewhere comes the crash, the shriek, the
groan,
Somewhere the roll of death is called again.

I cannot think the smoke of martyrdom
From burning wrecks of human life will rise,
The sweetest incense that shall ever come
From off the altars of our sacrifice.

I cannot think that He who said "well done"
Unto the one who in "few things" was true
Will lightly hold us if, from sun to sun,
We faithful prove in that we have to do.

Give honor to the martyrs—those who fall,
And, falling, have their crown of glory won:
But honor, too, the living heroes, all
Who, living, lay no duty down undone.

All reverence for the dead. Let anthems ring
Above their graves, and peaceful be their rest.
This honest tribute of respect I bring
To every man who does his level best.

—[Thomas B. Appleget.]

[This poem read by the author Mr. Thomas B. Appleget, at the "Evening with Railroad Men," Camden, N. J., February 11, 1884, and inscribed to the employees of the Amboy Division of the Pennsylvania Railroad.]

AN AMUSING SPY.

Youths' Companion.

A general, acting upon the maxim, "All is fair in war," employs spies that he may learn the movements of the enemy. During our Civil War, the "contraband" often found himself a trusty spy, and gave valuable information to Union commanders. Sometimes, also, as in the following instance, narrated by Admiral Porter in his "Anecdotes of the Civil War," a negro acted the part of a Confederate spy. In both relations the negro spy was usually an interesting and amusing character.

The admiral's mortar boats, after the capture of New Orleans, went up the Mississippi to take Vicksburg, but failed, owing to delays and other untoward circumstances.

One day, while the admiral was on shore looking at the defences, a negro emerged from the woods. Seeing the Union officer, he hesitated to advance, and while deliberating, was caught by two patrolmen, and brought in.

He was a sleek-looking darkey, clad in good clothes, who, when asked what he was doing, answered,—

"I'm a Contraban', sar, makin' my escape to de lan' ob freedom. My name is Brutus Munroe. I'm a pastor, sar."

"To what denomination do you belong?"

"Sar, I'm a anarkist an' orthodox up to de hub."

"An anarkist? What is that?"

"Well, sar, I believe all about de ark, an' I preaches dat doctrine to my people. I preaches de millanium to my people, sar, an' tells dem de time am comin' when de lion an' de lamb will lie down togeder."

"You say you are a Union man?"

"Yes, sar. I prays fo' de President, an' all oders in authority, ebery Sunday befo' my people."

"But, Brutus, which side are you on?"

"Well, sar, I'm just now on the Lawd's side; but Massa Captain, I see you done makin' preparations to go 'way. You aint out ob powder, is you?"

"No Brutus. We are going to stay here permanently."

"Den dat's w'y you is trowin' up dem intrenchmen's. You is guardin' 'gainst precautions."

"How do you like the looks of things?" asked the admiral, noticing that Brutus's eyes were wandering in every direction. "Do you think you can remember it all?"

"I'se got a werry bad mem'y, sar," answered the startled preacher. "I see you is busy, an' I mought as well be goin'," and he started off.

"Stop!" said the admiral, "you must stav and dine with me."

"No, tank you, sar; I must go to Warrenton, whar I hole a convention wid a pastor of anodder diocese. I'll call anodder time."

The two patrolmen, at a sign from the admiral, took charge of Brutus.

"In God's name, sar!" he exclaimed, trembling like a leaf, "wha' ye gwine ter do ter me?"

"Shoot you as a spy!"

Brutus was confined on the berth deck of one of the schooners, and a sentry was placed over him. An intelligent negro was selected from the Union "contrabands," and, after being instructed in the part he was to play, tumbled down by Brutus's side.

The new-comer began to weep and throw himself about, as if in great agony.

"Don't yer make fool ob yourse'f!" sternly said Brutus. "Whar is yer from, anyhow?"

"Jist fo' mile below Warrenton, sah."

Wy, I'm one ob yer flock; I hears you preach offen."

"Dat's nat'ral. De big magnet draws all de little bits ob iron to it."

"But, mister, dey done gwine ter shoot me to-morrow, an' den wot good'll de magnet do me?"

"Hush!" whispered Brutus; "shut yer mouff, an' don't boo-hoo so. Ef de don't shoot us befo' fo' 'clock dis afternoon, dey'll nebber hab anodder chance!"

"Wot yer mean?" said the other, drying his eyes. But Brutus refused to be more explicit.

The colored detective was taken so violently ill that he had to be taken on deck, where he told all that had passed between him and the preacher.

The admiral, gathering that he was to be attacked about four o'clock, made preparations to receive the enemy. When the latter approached, they were received with musketry, shell and shrapnel. The enemy retreated on a run.

The preacher was brought before the admiral, who told him he deserved hanging.

"Well, sar," said Brutus, "a soff answer turneff 'way raff. De water am tempered to de scalded hog. 'Pearances is agin me, sah, but I is innocent, 'deed I is."

Brutus was dismissed with the advice to "try and keep his neck out of the halter," which advice he certainly endeavored to follow most explicitly.

The "water had been tempered" this time, and the honest soul has no further ambition to have anything to do with the wicked arts and deceptions of war.

WANTED TO FEED A DOG.

Boston Post.

Five minutes for refreshments was shouted by the brakeman, and as he knew the train always stopped at the depot for that purpose, he understood the brakeman's utterance and got out and proceeded to the counter. He gazed at the sandwiches, but they had evidently been made that day; he glanced at some cold beef, but it was evidently well cooked and healthy; so with the fowl and the bread and the pies. Even an apple turnover didn't appear to have been made over a week and hadn't got the real dangerous look to it.

"Nice railroad restaurant this is?" he growled.

"What's the matter?" asked the proprietor.

"Ain't you ashamed of your food?"

"No, sir; it's fresh and wholesome; what are you growling about?"

"That's what I'm growling about! I want to get something of the real railway restaurant sort to feed to a dog a man has got in the cars there, so the brute will die.

IN THE SMOKING CAR.

Harper's Magazine.

The late Josh Billings was once on a passenger train bound for his old home at Lanesboro, Mass. On the train were several commercial travelers, who, to while away the time, proposed a game of whist. A fourth man was wanted, and a gentleman sitting near was requested to take a hand.

"No; I do not play. But there is an old fellow who is a capital player; try him" pointing to the "old fellow," who sat demurely on the seat in front.

"Good player, is he?" said the commercial man. "Then we'll have some fun with old Hayseed;" and accosting the quiet, farmer-like passenger, the young man, whose cheek was his fortune, blandly said: "My venerable friend, we would like to have you take a hand in a game of cards with us, just to while away the time. Will you oblige us?"

Looking the young man in the face a moment, "old Hayseed" answered, "Ya-as, we'll be there in about three hours."

"You don't understand, my friend; we want you to take a hand—"

"Ya-as, the stand o'corn is very good—oncommon handsome."

The commercial man was annoyed. "Speak a little louder," suggested the gentleman in the seat behind; "he is somewhat hard of hearing."

"My friend!" shouted the young fellow, "will—you—take—a—hand—in—a—game?"

"Ya-as, game is oncommon plenty; all you want is—"

"Oh, go to the devil! You're as deaf as a post!" and the man of cheek subsided, amid the laughter of his companions.

When Lanesboro was reached, "old Hayseed" arose to depart, when he quietly handed his card to the commercial man, who sat glum in his seat, and in a particularly comical way remarked: "Young man, when you travel on your cheek, don't get hayseed in your eye. See?"

The young fellow glanced at the card. The superscription was—"Josh Billings."

Josh got off the train, and the man of cheek had to find a seat in another car to escape the "run" on him by his companions.

"Now, sir," said the prosecuting attorney, pompously, "you are a railroad man, you say. Now, sir, let's see how much you know about your business, sir. What motive, sir, has your company for running its trains in the city faster than the ordinances decree?"

"What motive?"

"Yes, sir; What motive? Come, sir!"

"Why, locomotive."

The witness was fined for contempt of court.—*National Standard*.

LISTEN.

If anything unkind you hear
About some one you know, my dear,
Do not, I pray you, it repeat
When you that some one chance to meet:
For such news has a leaden way
Of clouding o'er a sunny day.

But if you something pleasant hear
About some one you know, my dear,
Make haste—to make great haste 'twere well—
To her or him the same to tell;
For such news has a golden way
Of lighting up a cloudy day,

Harper's Bazar.

THE INDIAN QUESTION.

Detroit Free Press.

A tall and commanding-looking Indian from the Canada side, having a big back load of door-mats on his back, was tramping up Randolph street yesterday when a man in a saloon beckoned him in. The red man's face lighted up with a "ten-cents apiece" smile of satisfaction as he walked in. There were three men present, and they seemed to be in a hilarious state.

"See here, old copper-face," said one, as he shut and locked the door, "I'm down on Injuns, first, last and all the time. They shot an uncle of mine, and I've sworn revenge. Maybe you are ready to take the all-firedest licking a redskin ever got!"

"Hu!" replied the Indian as he looked from one to the other.

"And the infernal varmints scalped and roasted my grandmother!" put in the second white man. "I didn't care particularly about the old lady, but it's the principle of the thing I look at. I've got to have Injun blood!"

"Hu!" said the Indian as he seemed to catch on.

"And I," put in the third man, "am down on Injuns in a general way. After these other two fellows have got through with you I propose to walk on the mangled remains. Let the performance now begin!"

It began. People who looked in at the windows could see nothing. People who got a look through the open door saw hats, door-mats, saw-dust and chairs hovering in the air, but not for long. In about three minutes the red man stalked forth, somewhat flustered and a little way-worn, but he had not lost a drop of blood nor a door-mat.

Inside the saloon all was peaceful and serene. The man whose uncle was shot was lying under a table; the one whose grandmother was shot seemed trying awful hard to remember how the affair began, and the one who went in on a general principles was looking out of two black eyes at a ruined nose.

"Hu!" called the Indian as he was ready to move on.

But no one hewed.

CADET GRANT.

"One afternoon in June, 1843, while I was at West Point, a candidate for admission to the Military Academy," writes General S. B. Fry, "I wandered into the riding-hall, where the members of the graduating class were going through their final mounted exercises before Major Richard Delafield, the distinguished engineer, the Academy board, and a large assemblage of spectators. When the regular services were completed, the class, still mounted, was formed in line through the center of the hall, the riding-master placed the leaping-bar higher than a man's head, and called out 'Cadet Grant!' A clean-faced, slender, blue-eyed, young fellow, weighing about 120 pounds, dashed from the ranks on a powerfully-built chestnut sorrel horse and galloped down the opposite side of the hall. As he turned at the farther end and came into the straight stretch across which the bar was placed, the horse increased his pace, and, measuring his strides for the great leap before him, bounded into the air and cleared the bar, carrying his rider as if man and beast had been welded together. The spectators were breathless. 'Very well done, sir,' growled 'old Herchberger,' the riding master, and the class was dismissed and disappeared; but Cadet Grant remained a living image in my memory." The cadet became the great Grant of fame.

TOO EAGER IN CROSS-EXAMINING.

Buffalo Express.

Witness—"Yes, sir. He struck me on the bridge—"

Lawyer (sharply interrupting)—"How is that? You said a while ago that he struck you on the balcony."

Witness—"So he did, sir. I'm tellin' you no lie."

Lawyer—"Did he strike you more than once?"

Witness—"Only once, sir. Begorra, I was quite satisfied."

Lawyer—"How then could he strike you on the bridge and on the balcony at the same time and with one blow?"

Witness—"Anyhow, he did, sir."

Judge (interfering)—"On what balcony?"

Witness—"The balcony of the hotel, Your Honor."

Judge—"And on what bridge?"

Witness—"The bridge of my nose, sir. Had the spalpeen waited I'd a told him."

"We bend the knee, but not the elbow," enthusiastically exclaimed an orator at a temperance meeting the other evening. "That's so," said an unreclaimed sinner on a back seat. "It's the only way you can get your mouth to the bughole."—*National Weekly.*

A RELIGIOUS PACK OF CARDS.**Their Service as Bible, Almanac and Book of Common Prayer to a Soldier.**

A private soldier by the name of Richard Lee was taken before the magistrate of Glasgow for playing cards during divine service. The account of it is thus given:

A sergeant commanded the soldiers at the church, and when the parson had read the prayers he took the text. Those who had a bible took it out, but this soldier had neither bible nor common prayer book; but, pulling out a pack of cards, he spread them out before him. He looked first at one card and then at another. The sergeant saw him, and said:

"Richard, put up the cards; this is no place for them."

"Never mind that," said Richard.

When the service was over the constable took Richard a prisoner, and brought him before the mayor."

"Well, what have you brought the soldier here for?" says the mayor.

"For playing cards in church."

"Well, soldier, what have you to say for yourself?"

"Much, sir, I hope."

"Very good; if not, I will punish you more than ever man was punished."

"I have been," said the soldier, "about six weeks on the march. I have no bible or common prayer book; I have nothing but a pack of cards, and I hope to satisfy your worship of the purity of my intentions."

Then spreading the cards before the mayor, he began with the ace.

When I see the ace, it reminds me that there is but one God.

"When I see the deuce, it reminds me of Father and Son.

"When I see the three, it reminds me of Father, Son and Holy Ghost.

"When I see the four, it reminds me of the four evangelists that preached—Matthew, Mark, Luke and John.

"When I see the five, it reminds me of the five wise virgins that trimmed the lamps. There were ten, but five were wise and five were foolish and were shut out.

"When I see the six, it reminds me that in six days the Lord made heaven and earth.

"When I see the seven, it reminds me that on the seventh day God rested from the great work he had made and hallowed it.

"When I see the eight, it reminds me of the eight righteous persons that were saved when God destroyed the world; viz., Noah and his wife, his three sons and their wives.

"When I see the nine, it reminds me of nine lepers that were cleansed by our Saviour. There were nine out of the ten who never returned thanks.

"When I see the ten, it reminds me of the ten commandments which God handed down to Moses on the tables of stone.

"When I see the king, it reminds me of the great king of heaven, who is God Almighty.

"When I see the queen, it reminds me of the Queen of Sheba, who visited Solomon, for she was as wise a woman as he was a man. She brought with her fifty boys and fifty girls, all dressed in boys' apparel, for King Solomon to tell which were boys and which were girls. King Solomon sent for water for them to wash; the girls washed to the elbows, and the boys to the wrists, so he told by that."

"Well," said the mayor, "you have given a description of all the cards in the pack except one."

"What is that?"

"The knave," said the mayor.

"I will give you honor a description of that, too, if you will not be angry."

"I will not," said the mayor, "if you do not term me to be the knave."

"Well," said the soldier, "the greatest knave I know of is the constable that brought me here."

"I don't know," said the mayor, "if he is the greatest knave, but I know he is the greatest fool."

"When I count how many spots in a pack of cards, I find 365—as many as there are days in the year.

"When I count the number of cards in a pack I find there are fifty-two—the number of weeks in a year; and I had four suits—the number of weeks in a month.

"I find there are twelve picture cards in a pack, representing the number of months in a year; and on counting the number of tricks I find thirteen, the number of weeks in a quarter.

"So you see, sir, a pack of cards serves for a bible, almanac and common prayer book."

A CORRESPONDENT of the Boston Transcript tells the following good story of the late John P. Hale, of New Hampshire:

Mr. Hale, who is reputed to have possessed the faculty of apt and good-natured repartee, on one occasion entered the lists with Senator Toombs, of Georgia, and was certainly not worsted by the encounter. Soon after Hale's admission to the Senate he delivered a speech on the slavery question, and was answered by Mr. Toombs, who said that, "judging from the tenor of the speech of the gentleman from New Hampshire, he must be the character of whom Shakespeare spoke—

'Hail! horrors, Hail!'

"However this might be," replied Hale, "there was no question but the gentleman from Georgia was the one to whom Watts refers when he says—

'Hark! from the Toombs a doleful sound,
Mine ears attend the cry!'

MEDICAL INTELLIGENCE.

Texas Siftings.

A professor in a New York medical college called the attention of his class to a man who had applied for medical advice.

"Now, gentlemen," said the professor, "will you be kind enough to look at this patient closely, and see if you can tell what is really the matter with him. Look at his eyes; the shape of his head, the expression of his features. You detect nothing, and I do not wonder at it, for, gentlemen, let me assure you that it requires many years of actual experience. It takes the eye of the practiced physician to detect at a glance the malady of the patient. I am no more acquainted with this man than you are, yet as soon as I looked at him I saw that he was a deaf mute."

The students indulged in exclamations of admiration. As soon as these had subsided the supposed deaf mute opened his mouth and spoke:

"I say, boss, I hope you will excuse me, but it's my brother who is deaf and dumb. He is outside waiting to know if he shall come in. Shall I fetch him in?"

IT RAINED CRACKERS.

The fireman of the New York and Washington limited express seized a broom and sent a shower of Albert biscuits raining off the floor of the engine cab as the train came to a temporary rest in Broad street station on Saturday. "See here, boys," called a drawing-room car conductor, who was lounging on the platform, "You're getting high-toned, sweeping away a senator's lunch, eh?"

"Blame the things, I'm sick of 'em," answered the fireman. "I've been stuffin' 'em in ever since we left Elizabeth. Say, cull, you'd a dide. We was just gettin' out of the limits, and Bob was whoopin' her. Well, sir, we struck the tail end of a baker's wagon on a crossin' a half a mile out of town. S' help me, it rained crackers. The cab was so full o' crackers that Bob an' me could hardly get around for that an' laughin', and the smoke-stack—great Cesar!—we was afraid the crackers in it 'ud put out the fire. There's crackers all over New Jersey."

"Baker hurt?"

"Naw. Fell on his head in a soft spot in the next field. Say, Bob, shall I let her go?"

A LITTLE four-year-old girl was put to bed in the third story of her home and left, as usual, in the dark. A terrific thunderstorm came up, and the mother, thinking that the child would be frightened at the lightning, went to her. On entering, the child called out with delight: "Mamma, the wind blew the sun up just now; did you see it?" Fear had no entrance there.

CAR VENTILATION.

American Machinist.

The Boston and Lowell Railroad has recently been trying a new arrangement for ventilating cars, the invention of William Oben, of Salem, Mass. By his arrangement a fan is driven from one of the car axles; this forces the air through water to relieve it of dirt, when it passes along the car through small pipes reaching above the tops of the seats. The tops of these pipes are divided with flaring mouthpieces which may be turned in any direction, or any of the pipes may be closed entirely. In the trials the ventilator is said to have worked entirely satisfactory.

BULGARIAN ARMY OFFICERS.

The Bulgarian army, which, to the surprise of every body, has been so greatly distinguishing itself against its supposedly-superior foes, is, curiously enough, commanded by mere youths. There is no officer in the field of higher rank than that of the Major, and the senior of these passed his first military examination as recently as 1874. The commanding officer of the artillery brigade is only a captain, and passed into the army in 1878, and the battalions and squadrons are commanded by lieutenants and sub-lieutenants. The oldest officer in the Bulgarian army is only thirty-five, and the remainder average about twenty-seven. Prince Alexander, who has the chief command, is but twenty-eight.

FASHION NOTE.

Texas Siftings.

Last summer Col. Witherspoon and Judge Pennybunker spent several weeks with their families at Galveston, enjoying the delightful sea bathing and other island city luxuries.

One day, while paddling about in the surf in the scant costume peculiar to surf bathers, Col. Witherspoon tapped his friend on the shoulder and said:

"By the way, Pennybunker, my wife has invited some friends to a little party, and there will be some dancing. I want you to come, do you hear?"

"All right, old boy, I'll be there. I suppose it will be a bang up affair, and I'll have to come in regular ball costume."

"Oh, no, come just as you are."

APPROPRIATE.

A countryman and his bride applied at the box-office for tickets.

"Orchestra chairs, parquette or family circle?" asked the ticket seller.

"Which'll it be, Marier?" said the groom.

"Well," she replied, with a blush, "bein' as how we're married now, p'rhaps it would be proper to sit in the family circle."—*Nashville American*.

HAD A DEAD ARM.

Detroit Free Press.

The other day a well-known Detroit doctor was eating lunch in a restaurant alongside of a business man, when the latter remarked:

"I just saw a case to interest you in the cigar store. There is a man there who has no feeling at all in his right arm."

"Case of paralysis, of course," replied the doctor.

"Oh, no, it isn't. He has been examined by some of the most eminent surgeons, and they declare that it isn't. If it was a case of paralysis, he couldn't move his arm, you know."

"How long has it been so?"

"Over twenty years, he tells me. He says he'll pay any doctor \$5,000 to restore the natural feeling."

"I'll see him," remarked the doctor, and when dinner was over the two went into the cigar store and the medical man was introduced.

"Did this thing happen all at once?" asked the doctor.

"Yes, sir. There was no warning whatever."

"Does the arm feel dead?"

"Perfectly dead. You can stick your knife into it without my feeling a sensation."

"That's odd. Let me feel of it."

The doctor put out his hand, made one grip, and then turned on his heel and left the place, his face as red as paint and his gait somewhat eccentric.

It was a wooden arm. The real one was shot off at Gettysburg.

WHAT HE WAS GOING TO SAY.

Geo. W. Peck says of his recent interview with the President: "I had thought of several things I wanted to say to Mr. Cleveland. Several of the boys in Milwaukee had told me to give their love to Grover if I saw him, and I had made up my mind to just give him to understand that he was thought a good deal of up in Wisconsin, and that so far as I could see his appointments had given pretty general satisfaction, and that we all wished him well. I intended that the few remarks I should make would be the greatest effort of my life. My idea was to wait till all the gang had passed him and then bring up the rear, and when he took my hand I would hold on to it and speak about as follows: "Mr. President, I cannot let this occasion pass without saying to you that the people of Wisconsin are very proud that you have got along as well as you have. The Republicans are hopeful that you will not do anything very brash, and the Democrats will stand by you. Ed. Wall and Bill Dodsworth, who is an old Buffalo boy, and Art. Delaney, and George Paul, and any quantity of Milwaukee boys,

want to be remembered to you.' O, I had a speech as long as your arm that I was going to fire at him, and I fell in behind the crowd and went along. A big hand was reached out, and mine was clasped by the President, at last. I had his hand. I had my head down, to keep me from stepping on the trail of a woman ahead of me, who seemed to linger longer than was necessary. As her trail disappeared, I was just going to look up to say my speech, when he let go my hand and reached for another fellow just behind me, and the other fellow stepped on a stone-bruise on my heel, the only heel I have got with a stone-bruise on it, and I looked around at the big-footed galoot behind me, and was borne out of sight, and I hope never to see the back of my neck if I had said a word to the President."

HOW HE SECURED THE SEEDS.

Youth's Companion.

Those who have the monopoly of an article of commercial value act upon Rob Roy's rule, "they should keep who can." For many years Peru and Bolivia had the monopoly of Peruvian Bark, whence is extracted quinine, one of the most important of medicines. Extraordinary measures were taken by these two States to prevent any foreigner from procuring seeds and slips of the cinchona-tree to transplant and sow in other countries.

After several years of opposition and failure, the Government of India secured, through Mr. Markham, many cinchona plants, which they successfully planted in Hindoostan. The Netherlands Indian Government also established "Bark" gardens in Java, and have successfully cultivated a celebrated species of this medical tree, which they have named after Mr. Ledger, who procured the seeds, the *Cinchona Ledgeriana*.

The story of how he secured the seed of this priceless tree is interesting as showing how jealousy the authorities and Indians of Bolivia and Peru guarded their valuable monopoly.

In 1856, Mr. Ledger was travelling among the Andes, engaged in buying cinchona bark, alpaca wool, and alpacas to transport to Australia. He was accompanied by a Bolivian Indian named Manuel, and two of his sons, all of whom were much attached to Mr. Ledger.

One evening, as the party were sitting around their camp-fire, Mr. Ledger mentioned Mr. Markham's journey into the cinchona districts of the Yungas of Bolivia, to secure seeds and plants.

"The gentleman will not leave the Yungas in good health," said Manuel, "if he really obtains the *Royo* plants and seeds."

"Every stranger," added the Indian, reluctantly, "on entering the Yungas is close-

ly watched. If he secures the true seeds, it is changed by the spy, or its power is destroyed."

One day, Mr. Ledger, who was looked upon as a doctor by the Indians, said, "Manuel, I may some day require seed and flowers of the famous white flower, *Rogo cascarilla*, as a remedy; and I shall rely on your not deceiving me in the way you have told me."

"Patron," answered Manuel, "if you ever require such seeds and flowers, I will not deceive you."

Mr. Ledger thought nothing more about the cinchona seed for several years. He went to Australia, taking with him Manuel's son, Santiago, and other Indians, to aid him in building up an alpaca ranch.

After three years, the Indians wished to return home, and the day before their departure, Mr. Ledger gave Santiago two hundred Spanish dollars and said to him,—

"You will give these to your father. Tell him I count on his keeping his promise to get for me forty or fifty pounds of *rogo cinchona* (white flower) seed. He must get it from the trees we sat under when trying to reach Mamore in 1851. He must meet me at Tacua (Peru) by May, 1863. If he does not bring pure, ripe rogo seeds, flowers and leaves, he must never expect to see me again."

Mr. Ledger was unable to reach Tacua until January, 1865, and at once sent for Manuel. He arrived in May with the precious seed, from which were grown the trees that are not only the source of wealth to Java and Ceylon, but have made the world independent of Peru and Bolivia for its supply of life-giving quinine.

Not long since a school committeeman was examining an infant school class. "Can any little girl or boy give the definition of the word 'average'?" he asked. For some time no one answered, but finally a little girl hesitatingly replied: "It's a thing a hen lays an egg on, sir." "No, that's not right." "Yes, sir, my book says so," and she trotted up to her questioner and pointed to this sentence in her reading book: "A hen lays an egg every day on an average."

"So you want a position on the staff of our blanket sheet, do you?" inquired the managing editor of a new man from the country. "Yes, sir." "Well, how are you on the spread?" "Spread? Gosh! that's just my holt. When Widow Thompson's hen-house burned, last winter I reported for the Weekly Paladium. Had four columns of description, two columns of notes and a wood-cut diagram showing all the tracks made in the snow by the escaping chickens." "Good, you are engaged, sir."—*Chicago Herald*.

A POEM.

Sometimes when rude, cold shadows run
Across what little light I see.
And all the work that I have done,
Or can do, seems but vanity.
I strive, nor vainly strive, to get
Some little heart-rest from the day.
When all the weariness and fret
Will vanish from my life away.

When I with grandeur clothed upon
Shall lie in state and take my rest.
And all my household strangers grown
Will hold me for an honored guest;
But e'er that day when all is set
In order very still and grand.
And while my feet are lingering yet
Along this troubled border land—

I think me, what will be the first to fade?
And down to utter darkness slunk
The treasures that my hand hath laid
Where moth and rust corrupt, I think;
And love shall be the last to fade
And light my gloom with lingering gleams.
For love lies nearer Heaven's glad gate
Than all imagination dreams.

—Alice Cary.

HE was only a stray waif of a yellow dog with no ancestry to boast of, but as he sat upon the wooden seat in one of our city parks with a little child's tiny arm lovingly entwined about his ugly thick neck, and a sweet, cooing voice saying in his ear, "I love you, little doggie," he was as proud as any prize setter in the land. "Is that your dog, little boy?" asked a policeman, as he passed the happy couple. "No, he doesn't belong to me, only I'm acquainted with him," answered the affectionate friend of the little tramp dog.—*Boston Home Journal*.

AS THE seven o'clock evening train was pulling into Sawyer City on the Buffalo, New York & Philadelphia Railroad, a young man and his best girl happened to be the only occupants of the rear coach. The young man was improving the opportunity to do a little hugging and kissing, just at the moment the brakeman stuck his head into the door and yelled, "Saw-yer! Sawyer!" As soon as the young man recovered, he retorted: "I don't care if you did; we've been engaged more than two weeks."—*Detroit Free Press*.

"WHAT sort of a man is Parson Surplus Eel?" asked a stranger. "He's a good man. He never gossips or says anything mean about people, but he impairs his usefulness." "How does he impair his usefulness?" "By lying." "Are you sure that he lies?" "Well, you can judge for yourself. You know he has got bandy legs, the worst I ever saw. I asked him how his legs came to be curved that way, and he said that he went in swimming when he was a boy and laid himself down to dry when he came out of the water, and when he woke up the sun had warped his legs. Now, when a minister of the gospel makes a statement of this kind it impairs his usefulness."

Woman's Department.

EDITED BY IDA A. HARPER.

WOMAN'S DRESS.

The most important literary event of the year occurred last month, at Indianapolis, in the organizing of the American Association of Writers. A convention was called for June 30, and even the most sanguine hoped only for a partial success at the beginning. We were, however, most delightfully disappointed, for at the first meeting the names of over one hundred writers from half a dozen different states were enrolled as members. Hon. Maurice Thompson, State Geologist of Indiana, and one of the best of western writers, was made President. Seventy-five most entertaining contributions were read by as many contributors and so much interest and enthusiasm were manifested that it was decided to make the organization a permanent one, to meet hereafter twice a year, the second Wednesday in November and the second Wednesday in May, at such places as may be selected from time to time. A meeting for permanent organization will be held at Indianapolis on the 5th of next October and continue three days. At this time contributions will be read, various pertinent questions will be discussed, a reception will be held and an entertainment of the highest literary merit will be given. Writers from every state are invited to become members and work together for mutual benefit. Any desired information may be obtained from the secretary, Mrs. M. L. Andrews, of Connersville, Ind. * * * * *

At least one-half of the members of the June Convention were ladies, the veritable "blue stockings" of whom we have always heard, and as such they possessed a peculiar interest. The "literary woman" is generally supposed to be an anomaly, a curiosity, a freak of nature, different in garb, manners, and appearance from the rest of her sex. It is taken for granted that her dress will fit badly, her bonnet will be awry and her gloves out at all the ten fingers. It is reasoned that because she can wield a pen therefore she cannot use a needle; because she can compose a poem or an essay therefore she cannot compound a loaf of bread or a currant jelly; because she can conduct a newspaper therefore she cannot manage a household. It is not easy to understand the logic that leads to these conclusions but it is the same kind of reasoning that has always been applied to women. Because they are women therefore they must not be given the same opportunities to earn their living as are granted to men; because they are women they must not

be permitted the same advantages of education as are offered to men; because they are women they must not have the same political rights that are indiscriminately conferred upon men. In the present state of social economy, do the two former of these propositions seem absurd? In fact they are not a bit more so than the latter, only that we have at last accepted equal business and educational privileges as part of our republican system, while we have not yet quite progressed to the point of political equality.

But the literary ladies of this Convention, what was their general appearance? To this there can be but one answer—just what any gathering of ladies would present. There was not a single "ear mark" to indicate that they fooled with a pen or trifled with a lead pencil to the neglect of all the sacred duties pertaining to their "sphere." Some were elegantly attired, many were prettily clad, while all were neatly and carefully dressed. There was not one who could by any stretch of imagination be called a "crank," not one with any marked peculiarity of dress, not one who would not have been appropriately clothed for any occasion. Among the number was one, the eldest lady writer in the state and one of the oldest in the country, the author of "Paddle Your Own Canoe," and a number of poems we all remember from our youth, whose writings were reproduced in London more than a quarter of a century ago, and even she was dressed as would become any lady of her age.

Was not this a sufficient test, and is it not time these ridiculous ideas about literary women were laid on the shelf by the side of St. Paul's command, "Let the women learn in silence with all subjection. I suffer not a woman to teach * * * but to be in silence"? Literary women have no more peculiarities, and indeed not so many, as have literary men. The "eccentricities of genius" belong rather to the past than to the present generation. This is an eminently practical and sensible age and we expect literary people to keep clean, dress properly, pay their debts and be as respectable as other folks. If they fail in these requirements, we pardon them only when there is a very great deal of genius to be offered as an excuse for the eccentricities.

We could scarcely expect a thorough devotee of fashion to attain distinction in literary pursuits, for to "keep up with the styles" is in itself a profession and leaves a woman very little time for any other; nor could a woman with the sense and judgment necessary to literary success permit herself to obey the absurd demands of fashionable dress; but there is a happy medium, a golden mean which it behooves the wise woman to find. It is a mistake for any woman, literary or otherwise, to assume that she can entirely ignore the subject of dress. In many of the

pursuits of life it is a factor not to be despised. All other things being equal, a well-dressed woman has an advantage over one who is badly-dressed. The same thing may be said of men, but, from the very nature of things, their personal appearance does not exert so marked an influence as does that of women. That a woman should be neatly dressed is imperative, this admits of no question; but neatness alone is not sufficient, she should also be becomingly dressed; nor is this quite enough, her clothes should be somewhere near the prevailing style. Beauty and harmony possess an indescribable power, and they seem to belong especially to women. There is no reason why women should not make the best of their good points and conceal as far as possible their bad ones and this can be done by choosing such colors and styles as will be most becoming to face and figure. There is no excuse for not having one's clothes moderately fashionable. The prevailing fashions are generally as pretty as those of several years ago and as change is the law of our nature why not observe it in our apparel? Those people who adopt one mode of dress and make a point of never altering it are apt to be as old foggy in their ideas as they are in their garments. A woman is always more at ease, better satisfied with herself and more agreeable when she is conscious of being well-dressed. If she only gets one bonnet and one gown a year it is just as easy to have them becomingly made as to spoil the material by having it formed into an inharmonious costume. There is no particular virtue in trying to rise superior to the attractions of the toilet. We could exist if all the beautiful things in nature were taken away, leaving only the useful; and while, shorn of all adornment, we would still recognize the true and noble in womanhood, yet, even in cultivating the mind and soul, we would not have her neglect entirely the body which, also, is a gift from the hand of the Master.

"A FIREMAN'S DAUGHTER," from Harrisburg, writes in behalf of Provident Lodge, No. 220, of which her father is a member. She says, "The Lodge is in a flourishing condition, is composed of forty-three active, good-hearted, whole-souled men, brave and honest in their actions and always ready with a smile and a grasp of the hand. They deserve a kind mention from their lady friends."

Katie Clair Helm writes a very sweet little letter from San Antonio, Texas, saying that her papa is a member of Davy Crockett Lodge, No. 145, and that she is a true friend to the Order.

"A Fireman's Sister" writes from Cincinnati, O., in friendly and complimentary terms of "O. K. Lodge, No. 269, whose members

are noble and brave and always ready to help one another." Thanks for her kind words in regard to the Magazine.

The poem of "Lilian," Louisville, Ky., while containing some beautiful thoughts, is a little long and is unavoidably crowded out.

[This is the first time in a year that the Woman's Department has been able to "catch up" with the correspondence. With this issue we publish all the letters that have been received which are suitable for publication. We are always glad to receive letters from our friends. Please do not consume any space with an apology for writing them. No apology is needed. Do not take up valuable time and room requesting that your communication be not put into the waste basket. These two features of nineteenth-century letters received are entirely superfluous. Come to the point at once. Tell us where you live, what you are doing, where you have been, what you have seen. Give us your opinion on some of the various topics that have been considered in the Magazine or are being discussed by the newspapers. Tell us about your daily life, your experience in housekeeping, your government of children, how you manage your husband or how he manages you. Never mind dealing out "taffy" to "the boys." If they are like most of their sex they are vain enough without it. Write something of general interest to the readers of the Magazine or of especial interest to the ladies, for whom this department is particularly intended, and your letters will always be gladly accepted and thoroughly appreciated.—Ed.]

DENVER, COL., July 28, 1886.

To Woman's Department:

Permit me to say a few words in favor of Denver Lodge, No. 273. I attended a sociable a short time ago, given by the ladies of the Lodge. It was a credit and a sociable in every sense of the word, and I thought it was no wonder we were so proud of our boys. I hear that their worthy Master and his estimable wife intend moving to Manitou. I am sorry, for they both take so much interest in the Lodge. I heard Mrs. Desmond remark that they were all brave boys and she wished she could do more for them.

I wish you could have seen how proud and happy the boys looked when the beautiful altar cloth was presented. I feel there will always be a warm spot in their hearts for the kind friends who remembered them.

We do not like to lose sister Desmond. She is just the one to carry everything through which she undertakes. She is pleasant and full of fun, while Mr. D. is solemn as a judge. In their going away, 273 loses two of its best friends.

The Lodge is prosperous and increasing in numbers. I think the boys are the best-looking in Colorado. Perhaps I am a little partial to them but I cannot help it.

From the Wife of a Stoker.

THE REFLECTIONS OF A BRITISH MAIDEN.

Girls' Gossip in London Town.

Are you aware, my dear, of the appalling fact that there are 884,000 more women than men in Great Britain? This awful disparity seems likely to become greater and greater, for more girls are born than boys, and men do not, as a rule, live as long as women.

We English girls are all taught from our nursery days upward to look forward to the time when we shall be married "and live happy ever after." Do not all the nursery stories and fairy tales end with wedding-bells? And I suppose that it is natural for a woman to like to have a home of her own and a husband and children. There are women who would despise us for making such a confession; but do you not think with me that an unshared life seems incomplete? Well, dear, in the face of all this are those dreadful six figures, the female overplus of 884,000.

It is, therefore, quite apparent that several hundred thousand of us must remain single, and we may as well look the matter straight in the face, and, while we hope for the best, prepare for the worst.

ACTING SHERIFF FOR A SICK FATHER.

Hattie McKay, seventeen years old, daughter of Sheriff McKay, of Tuscola county, was the center of attraction at the Michigan Central Depot this noon. She was on her way to Jackson prison, and had in custody Samuel Woodman, sent from Tuscola county for one year for assaulting his wife. Hattie is a sprightly little maiden, and when asked if she was not afraid to bring such a desperate man to prison replied: "Oh, indeed, no. I don't handcuff him, but I have a revolver in my pocket, and I keep him in sight all the time. If he was to start to get away from me I would call out for assistance and some of the men on the train would help me. My father is sick," she added, "or he would have brought the prisoner in himself."

TWO YANKEE WOMEN.

Rockland, Me., Courier.

Last fall Misses Sarah M. Thomas and Lizzie E. Davis commenced the manufacture of apple jellies on the Davis farm, at the foot of Chickawaukee Pond. These jellies they shipped, as a venture, to wholesale dealers in Massachusetts and New York. Finding a ready sale at remunerative prices, they continued the sweet business, and up to date have shipped fifteen hundred glasses. They have now 150 bushels of apples on hand to make up into jelly, but are enjoying a little vacation on account of a delay in receiving glasses. They have more orders than they can comfortably fill. They do all the work themselves.

THE GENTLEMEN—GOD BLESS 'EM.

At the recent Sorosis dinner at Delmonico's, Mrs. Eliza Archard Conner made a witty speech in which she burlesqued a certain style of masculine after-dinner effusions as follows:

"If my tongue should follow the direction of my thoughts, of course there is only one theme of which I can speak. That is our guests—the gentlemen. God bless them. We welcome them here as everywhere—that is, almost everywhere. Their sweet, bright faces are an inspiration to us. Their winning ways conquer us every time. When we go home from our labors amid the toiling, molling masses, they greet us with smiles and have our slippers ready for us at the fireside. Their lighter wit and sparkling eyes rest and refresh us after our graver and severer deliberations. To win a smile from their rosy lips, we would do all things and dare all things. At least that would be a strange sort of a woman who didn't care for man's smile. We haven't any such in Sorosis, I am sure. Believe me, we adore the gentlemen. That is to say, in their own sphere. Nothing so shocks us as to see a man lose the delicate and the native modesty of his sex. That peculiar softness of a man is his most charming attribute in woman's eyes. Losing it he loses all."

"No, gentlemen, don't do it. Be content with the sphere for which nature has ordained you. Don't lose your softness. Bless you, my theme inspires the imagination. It soars even in the realm of so called metaphysics. To me, the most impressive legend in all literature is the story of the devil and Doctor Faust. You remember how Faust sold his soul to the fiend for the sake of gaining all human experience. Sometimes I think, upon my word, that it was worth the cost to know all things, to do all things, to be all things. Ever since I can remember, that has been the crowning desire of my life. There is a system of philosophy to-night in the occult doctrines of Buddhism that promises to gratify my wish. According to that, development is the aim of life; every soul must gain all human experience. If this be true, some of us may have been our own great-great-great-grandmothers. Sometimes the soul is born as a man, sometimes as a woman; for both the manly and womanly qualities are necessary for its full development. For instance, if man has wronged women and been cruel to them, if he has deprived them of their legal and civil rights, in his next incarceration he will have to be a woman, so as to find out how it is himself. It is a lovely arrangement.

"Gentlemen, if I should be a man in my next life, I shall pay off the grudges I owe you in this. When you are women and I am a man, I'll have my revenge for all the times you have broken my heart in this life. I hope to do it neatly but thoroughly."

THINGS TO BE REMEMBERED.

That milk which stands too long makes bitter butter.

That salt should be eaten with nuts to aid digestion.

That it rests you in sewing to change your position frequently.

That rusty flatirons should be rubbed over with beeswax and lard.

That a cup of strong coffee will remove the odor of onions from the breath.

That tough meat is made tender by laying a few minutes in vinegar water.

That a hot, strong lemonade taken at bed-time will break up a bad cold.

That well-ventilated bedrooms will prevent morning headaches and lassitude.

That a cup of hot water drank before meals will prevent nausea and dyspepsia.

That one in a faint should be laid flat on his back; then loosen his clothes and let him alone.

That cold tea should be saved for your vinegar barrel. It sours easily and gives color and flavor.

That a fever patient can be made cool and comfortable by frequent sponging off with soda water.

That to beat the whites of eggs quickly, add a pinch of salt. Salt cools, and cold eggs froth rapidly.

That you can take out spots from wash goods by rubbing them with the yolk of eggs before washing.

That the hair may be kept from falling out after illness by a frequent application to the scalp of sage tea.

That white spots upon varnished furniture will disappear if you hold a hot plate from the stove over them.

"WHAT is it that keeps you busy writing so late in your study at night?" asked Mrs. Yerger of her husband.

"I am writing the history of my life."

"I suppose you mention me in it?"

"Oh, yes; I call you the sunshine of my existence."

"Do I really throw so much sunshine into your daily life?"

"I refer to you as the sunshine of my existence because you make it hot for me."

A rise in the thermometer occurred immediately after the foregoing conversation.—*Texas Siftings.*

GRAND RAPIDS, MICH., July 16, 1886.

To Woman's Department:

Perhaps the many readers of our Magazine will like to hear from Grand River Lodge No. 265. Knowing how well the men like to be praised, I am sure that a mention in our Department will please them. As near as I can find out, Grand River Lodge is in a flourishing condition. My husband says they are very quiet, but are coming to the front all the same, with over forty members, all in good standing, several of whom I have had the pleasure of meeting. They all seem to be wide-awake, energetic fellows, always ready to do their duty, and if they are true to their motto, "Benevolence, Sobriety and Industry," I know 265 cannot fail to prosper. The ladies have just organized a ladies' society here, Progressive Lodge No. 4. We organized with five, have had three meetings, and now have nine members. I wonder why it is the ladies are so backward about organizing and helping the Brotherhood, for surely they must recognize the many benefits it confers upon us? I believe the Lodges should have every encouragement from the ladies, and I think that every one can do something to help them along. Wishing Grand River Lodge and the Brotherhood in general every success in their good work, I must close, or this, my first attempt, will find a safe corner in the waste basket.

A Friend.

FASHION AS IT FLIES.

Harper's Bazaar gives the following practical directions to the amateur dressmaker:

The lining plays an important part in securing a well-fitting waist. It is the best plan, as a general thing, to use new lining, though an old lining, if a little worn, may be made to do service again to good advantage.

Double-faced silesia, gray on one side and black and white checked on the other, is preferable for black and dark-colored goods. A waist of light-colored material should have for lining light gray or cream-colored silesia. The silk-finished silesia, which is both fine and firm as well as soft, is the kind to choose. The cheaper kinds, which pull and stretch out of shape after a few weeks' wear, should never be bought for waist lining. Drilling should never be used even in a common dress; it is too stiff and heavy.

Waist linings should always be cut across, not lengthwise of the silesia; that is, the silesia should be unfolded, and the lining laid on so the neck or the bottom of the basque will be on the selvedge. When cut in this way, the waist will keep in shape perfectly, for silesia will not give at all lengthwise, while even the best quality will stretch a trifle across the width.

In making over old goods a great part of the work consists in contriving how to make the material on hand do what is desired of it. Much time must be given to deciding what pieces shall be used, and where and just what disposition will prove most favorable for hiding deficiencies of the more worn pieces.

A certain amount of piecing is an almost unavoidable necessity. Arrange the seams so they will be covered by pleats, as trimming requires considerable art and a vast amount of thought. All piecing must match the grain of the cloth, or it will pucker and draw past remedy. If the seam is to be covered by trimming, it is better, if the nature of the goods will allow, to lay the two edges flat and run them together. The best way to piece cloth is to overhand the edges loosely, taking small stitches that will hardly show on the right side when the seam has been dampened.

Among small items to be observed are the following: Bands should always be cut lengthwise of the stuff. A dress should not be considered finished

until both skirt and waist are provided with loops for hanging up. Silk should be used instead of cotton for sewing up the seams of the waist, and in all places where the stitching shows. If the waist "gapes" enough in front to show the white at the sides of the button-holes, run a strip of ribbon or a fold of cloth along the upper front of the waist to make a narrow flap. Always shrink braid in warm water and iron it before putting it on the bottom of a skirt. Never neglect to press all seams with a warm, but not hot iron.

TAKING CARE OF THE HANDS.

Cincinnati Commercial-Gazette.

A woman whose pretty hands are being ruined by washing in hard water, writes to ask a remedy. Water can be easily softened with a few drops of ammonia, or what is better, a small piece of lump borax. Warm water, into which enough borax has been dissolved to make the water feel a little slippery when pressed between the thumb and finger, is very good for washing the hands. Hands kept dirty are never smooth and white. Absolute cleanliness is necessary. Many people who do not work wash their hands but seldom. The day's accumulation of dirt is allowed to remain on the hands all night. Upon rising, the hands are washed in cold water. The possessor wonders why, when she does no work, her hands do not look any better, if as well, as her chambermaid's.

The hands should always be washed in warm soapsuds before going to bed. White soaps are safest. Highly scented and colored soaps are almost invariably made from rancid and ill-smelling fats. After the hands are thoroughly dried, use a few drops from a bottle of mixed glycerine and camphor, which your druggist can prepare for you. Drop into the palm of the hand and rub on the hands. This will be all that will be necessary to show a decided improvement.

THE English *Woman's Suffrage Journal* is jubilant over the result of the elections, so far as known at the time when it went to press. Out of the 292 members elected, 152, it says, are known friends of woman suffrage; 70 are known as opponents, and 70 are doubtful. As these figures relate to the first part of the elections, when the Tories were largely successful, and as the Liberals are more generally in favor of woman suffrage than the Tories, the prospect is very bright. Mr. Parnell, who holds the balance of power, is a pronounced friend of the movement.

STONE THE WOMAN.

Yes, stone the woman—let the man go free!
Draw back your skirts lest they perchance
May touch her garments as she passes;
But to him put forth a willing hand
To clasp with his that led her to destruction
And disgrace. Shut up from her the sacred
Ways of toil, that she no more may win an
Honest meal; but open to him all honorable
Paths, where he may win distinction.
Give him fair, pressed-down measures of
Life's sweetest joys. Pass her, O maiden,
With a pure, proud face, if she puts out
A poor, polluted palm, but lay thy hand in
His on bridal day, and swear to cling to him
With wifely love and tender reverence;
Trust him who led a sister woman
To a fearful fate.

Yes, stone the woman—let the man go free!
Let one soul suffer for the guilt of two
Is the doctrine of a hurried world,
Too out of breath for holding balances
Where nice distinctions and injustices
Are calmly weighted. But, ah, how will it be
On that strange day of final fire and flame,
When man shall stand before the one true
Judge? Shall sex make then a difference in
Sin? Shall He, the Searcher of the hidden
Heart, in His eternal and divine decree,
Condemn the woman and forgive the man?

MATILDA SNOWBALL, who is employed in the family of Colonel Yerger, complained about her friend Sam Johnsing.

"He borrowed a dollar from me las' week and I can't get hit back."

"Why don't you marry him, Matilda, and then you can get it out of his pants at night when he's asleep."—*Texas Siftings*.

"My dear, I do not wish to appear stingy, but don't you think \$20 is pretty steep for a mere bunch of ribbons and feathers called a bonnet?" Young wife (throwing a thick package of pool tickets on the table)—Don't you think \$5 apiece is rather an extravagant price to pay for these? Total eclipse of young husband.—*Drake's Traveler's Magazine*.

As a rule, women write, when writing as editors, with more spirit, and often with more force, than men. Several editorial articles written by women have drawn the fire of nearly the whole State as being too virile, daring and strong—and the one particular article that the editor of the *Register* has been lampooned for more than any other, as being so strong as to be actually martial and beyond the lines of courage, was written by a gentlewoman, who apologized in sending it, for its lack of life, saying she had written it between times while attending to a sick and crying child.

In other days, woman has labored for temperance, but gone down in sorrow to her grave because the law has not protected her labor. Now she is stepping out from the silence of her own sorrow and carrying enlightenment to thousands. She is organizing her labor. Where is the sterner sex, her supposed protectors? They have forgotten their paternal duties, and gone after the gods of mammon. It is woman's hand that must save her children and redeem the nation. Oh, how soon she would accomplish this if the badge of citizenship were placed in her hands!—*L. N. McIntyre, in Denver Challenge*.

MISS BELLE FRANKLIN, a young school-mistress of McHenry County, is the heroine of the Missouri Slope. Miss Franklin was sleeping in a shack which she had built upon her claim, when she was awakened by the crackling noise of the prairie fire. Looking out across the plain, she saw the dancing flames skimming across the prairie. The brave girl knew that her neighbors, living a half-mile distant, were away from home, and the fire would soon envelop the house, barn, hay and grain. Jumping from her bed she hurried away to the low log barn in which the farmer's extra team was tied. Harnessing the animals she rushed them out to the plow, and before the fire had reached the premises she had turned several furrows and formed a fire-break which saved the property. What a subject for an artist!

NO WONDER.

"I cannot see why," said Farmer Burke.
 "Women should grumble about their work;
 Now my wife would in the morning rouse,
 And build the fire and milk the cows,
 And feed the horses—eleven head—
 By the time that I crawled out of bed;
 She was always at work in house or barn;
 She knit our stockings and spun the yarn.
 She didn't visit, nor write, nor read!
 She planted none of these posy seed.
 Had children? O, yes, some eight, in all,
 But they mostly died when they were small:
 The only one living now is Jane,
 Who always has an ache or pain;
 She's good for naught but to swallow pills,
 And run up druggists' and doctors' bill.
 She doesn't help like my wife, you bet."
 "Why, doesn't your wife," we asked: "help yet?"
 "O, no," he said, with saddened brow.
 "She's in the Insane Asylum now."

—*Clara E. Auld, in the Farmer's Review*.

THE DISAPPOINTED.

There are songs enough for the hero,
 Who dwells on the heights of fame;
 I sing for the disappointed—
 For those who missed their aim.

I sing with a tearful cadence
 For one who stands in the dark,
 And knows that his last, best arrow
 Has bounded back from the mark.

I sing for the breathless runner,
 The eager, anxious soul
 Who falls with his strength exhausted
 Almost in sight of the goal.

For the hearts that break in silence
 With a sorrow all unknown—
 For those who need companions,
 Yet walk their ways alone.

There are songs enough for the lovers
 Who share love's tender pain;
 I sing for the one whose passion
 Is given and in vain.

For those whose spirit-comrades
 Have missed them on the way,
 I sing with a heart o'erflowing,
 This minor strain to-day.

And I know the solar system
 Must somewhere keep in space
 A prize for that spent runner
 Who barely lost the race.

For the Plan would be imperfect
 Unless it held some sphere
 That paid for the toil and talent
 And love that are wasted here.
 —*Ella Wheeler Wilcox*.

HOME TENDERNESS.

Mrs. H. S. Lake

No matter how busy a man may be he should find time every day to tell his wife he loves her. No matter what social demands may be made upon the woman, she should find time to kiss her husband and give him one of those smiles that were so sweet to him when he used to come courting her. No matter what their daily cares, the parents should find time to take the children upon their knees and caress them with kind words and tender touches.

CO-OPERATIVE HOUSEKEEPING.

Exchange.

Mary Livermore says that co-operative housekeeping will banish the cook-stove and the wash-tub from the home, as the loom and spinning-wheel have already been. She, with some fifty other families, have experimented with a co-operative laundry, and have been able to reduce the cost of their washing and ironing to 27 cents a dozen, including dresses and the most difficult pieces. The present system of house keeping involves a great waste of fuel, and time, and of women that might be put to a better use.

THE signs of the times all indicate mighty changes in the political world. For my own part, I would rejoice to see both existing parties robbed of all control, for the whole system is as corrupt as it can be. The labor organization, numbering its thousands, are asking for the ballot to protect women in their wages, or else they will be compelled to fight woman's labor as they do convict labor—owing to men giving women work on account of cheapness.

Intelligence is fast shifting to the feminine side, owing to the beer-guzzling, tobacco-smoking boys, whose brains can ill compete with a brain clear from both, even if in a woman's head. Walk on any street, or ride on any car, observing closely the men and boys one meets, and one cannot forbear drawing conclusions anything but flattering to the "lords of creation," those that are, and those yet to be.
 —*Elizabeth L. Sazon*.

FIREMEN'S DEPARTMENT.

Correspondents must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,

TERRE HAUTE, INDIANA.

SEPTEMBER, 1886.

AMBOY, ILL., August 8, 1886.

Editors Locomotive Firemen's Magazine:

As I am a constant reader of the Magazine, and never see anything said about No. 35, I will say that we are in a prosperous condition. We have about thirty members in good standing, and more applications coming in at almost every meeting. Bro. Geo. Bainter is our Master for the coming year, and also our Financier. George is the father of our Lodge, and one of the hardest workers in the Order. Then comes Bro. Abe Shermerhorn, our Vice Master, who can be found about the Lodge room or around the street, getting the boys together on meeting days.

Bro. Wm. Gascoigne who has filled the Master's chair the past year, and also the responsible position of Magazine Agent, is one of 35's most steady members. Bro. John Malony, after filling the duty of Secretary the past year, has been re-elected to the same office the coming year and all correspondances will be answered as heretofore. He is also our delegate to the annual convention this year. Bro. Fessenden is our Magazine agent for the coming year. Warren is a great talker, especially amongst the ladies. Bro. Cuthbertson, Bro. Crockett. Bro. Walker, Bro. Doyle. Bro. B. Brown, Bro. Wm. Newhousen, Bro. J. Sadell and Bro. C. Rasier, can always be found on meeting days in the Lodgeroom. Sorry to say that Bro. Chas. Rasier, one of our oldest members, has been on the sick list for the past two months, but is improving slowly. Some of the boys had the good luck to be promoted to the right side last winter and all met with good success. They are as follows:

Bro. G. Bainter, Bro. W. Fessenden, Bro. Calvin Wood, Bro. A. Fisher, Bro. J. Orchard and Bro. A. Shermerhorn, are all A No. 1 engineers. We hope when business picks up this fall, that Calvin Wood can get an engine to run that does not slip, for if you want to see him out of humor, get on his engine when she has a tendency to slip.

Red Signal.

HANNIBAL, Mo., July 14, 1886.

Editors Locomotive Firemen's Magazine:

I have looked long in vain for some communication from No. 290, but have not seen anything, so I will have to take up my pen again as it seems none of the other boys will try.

I have just returned from a trip extending to the City of Mexico, and in all my travels I found brothers in abundance. Even in Mexico they can be found in a continuous string from Pasodel Norte to the City of Mexico, 1,235 miles of road, and they seem to know full well what the organization is for.

As it is customary to write of the least important first, I will write of myself. I had a job on the Mexican Central at first on the first division (from the City of Mexico to Silao, 238 miles) on wood burner. I did not like it very well because the wood we got at Lena was so crooked you have to wait till you get on a curve before you can throw it in the fire-box, but then as the run up the mountain is all curves you are not obliged to wait very long, and you never want to miss an opportunity of throwing in wood either, while on the mountains. Then on the level half of the division we get the guave roses (mesquite roots) and beautiful blossoms they are, too. I have often heard it said that there never was a rose without a thorn, I think the guave roses contain about a thousand thorns apiece and they are awfully affectionate too, as they start on their journey to the atmosphere by way of the fire-box, they grasp you by the hand as if loth to part with you, and sometimes are so determined as to take a little piece of your hand along just to remember you by.

I returned to American soil all right minus a finger nail and about a yard or two of hide, and must say I was thankful to see the stars and stripes once more. When I arrived at Hannibal I found things a little different from when I left last spring. Bro. Geo. Coffman is now firing the fast freight run from Quincy to Brookfield. Bro. J. T. Hart, our Master, has been doubling on the 21 for some days, for the reason that Bro. M. Tierney has taken a great fancy to pork—he handles sixty-seven tons of hog every day, Sundays excepted, (he is running the 86, a consolidation or hog) on the local run from H. to B. That's right Mert, hoss her over when you see danger ahead; she's a bird, ain't she?

Bro. Frank Ritter runs the 78, but this is no new thing. Bro. R. has graced the right hand side for three or four years where he has made an excellent record and proved himself to be useful as well as ornamental.

Bro. J. Sutherland is hostling at Hannibal. Bro. Anton Saalg has the 84 now on the branch instead of the 48, he says there ain't any engine like the 48 though the old 84 does pretty well. Bro. Anton Steiner manages to keep a black fog rolling out of her up the hill; he says she steams first rate but she has an awful healthy appetite for coarse food.

Bro. B. P. Surghnor has the 51, she has just received a general overhauling, and Burr says if they will let him he will pull the end of the road out. Stay with her Burr, pound her over the back, that is the way to get along. I presume Bro. Ed. Miles will get the 21 now opposite Bro. Hart, who now has the 1. Bro. Shaw, our Financier, and Bro. Ed. Montville fire the

38 on passenger. Bro. R. Tierney and Bro. George Bailey fire the 39 on passenger.

No. 290 is booming. When she organized the 16th of last September there were sixteen charter members. I believe the membership now is 35; pretty good increase I think.

Oh, by the way, I almost forgot, last April there was a visitor came to Bro. G. Y. Lee's house, she declared herself right away, she said she would run the place to suit herself, and I believe she does. Can any brother show a case where it is not so? Seems strange but it is so nevertheless, whenever they come they make the best of us stand around.

I have now connected myself with the M. K. & T. at Parsons, and I like pork but not so much of it as Bro. Tierney, nor yet from the same standpoint, for I am only firing. Now boys who will be your correspondent hereafter, some one must take hold, and I hope my successor will make a better one than I have.

Yours fraternally,

Total Wreck.

MACON, GA., July 20, 1886.

Editors Locomotive Firemen's Magazine:

I wish to make a few remarks in regard to No. 246. We have a membership of twenty-five, all solid workers for the B. of L. F. With Bro. W. B. Roughton for our Master, J. H. Strickland to keep record of our meetings and N. S. Outler to take in the cash we are bound to succeed and be A 1. We have new applications occasionally and are in a prosperous condition. Bro. Davidson has stopped off for a couple of months to get up subscriptions for the Magazine, and is likely to succeed in his undertaking, for he has got cheek enough for anything. Bro. Strickland has got his hands full to keep the 56 hot and keep a correct account of all proceedings of the Lodge. He is also secretary and treasurer of the Perian Reading Club of this city and gives entire satisfaction to the young ladies, "but he says B. of L. F. first and then the young ladies are welcome to his services next." Our worthy Master, Bro. Roughton says he has got us all down fine, but the old 60 has got him down about as fine as I ever saw anything. Nevertheless, there is a young lady says he is a daisy. We are all hard workers and are bound to succeed. Several of our members have been promoted to the right hand side and are doing good work. If any brother should happen down south in our parts he has a standing invitation to visit us and I can assure him he will be treated right.

Bean Pole.

STRATFORD, ONT., July 20, 1886.

Editors Locomotive Firemen's Magazine:

At our last regular meeting of Avon Lodge No. 38, a beautiful presentation took place. Just before the election of officers, the worthy Master called on Bro. George Nursey, our Financier, to stand up and reply to a charge brought against him by the Lodge. The W. M. proceeded to read the following charge in the shape of a presentation address: "To Bro. Geo. Nursey. Dear Sir and Brother: The brothers of this Lodge feel it their duty to show you in some way that they appreciate your past services as Financier. We are aware of the inconveniences attached to that office, also the persevering manner in

which you worked to keep our Lodge in good standing. As you are in a great measure held responsible for the good standing of our Lodge, we beg of you to accept this present, not for its value, but as a token of the respect and esteem in which you are held by us, and the earnest wish of No. 38's members is that Bro. Geo. Nursey and also Mrs. Geo. Nursey may be long spared in health and prosperity to assist us in the future as they both have done in the past." The present consisted of a beautiful silver dinner cruet stand with Bro. Geo. Nursey's name, and date and number of Lodge inscribed thereon; also an elegant silver pickle cruet, with name of Mrs. Nursey inscribed thereon, and by whom presented. Bro. Geo. Nursey was taken by surprise and seemed lost in a deep reverie. But one of the brothers quickly tapped Bro. Nursey on the shoulder and said "dues," which had the desired effect and he made a very suitable reply on behalf of Mrs. Nursey and himself, thanking the Lodge for the pleasure their beautiful gift had afforded him and the courtesy extended to him this afternoon.

Committee.

EAGLE GROVE, IA., July 20, 1886.

Editors Locomotive Firemen's Magazine:

Lying upon the table on which I write is the July number of the Magazine, and while its racy sketches, humorous anecdotes and logical sayings are fresh in my memory, I am going to devote a leisure moment in speaking a word for neglected "132." I have been conversant with the Magazine for fully three years, during which time I have never had the pleasure of reading a paragraph touching upon "132" or her members. I have come to the rescue, and let it be understood, wholly as an introduction, to open the pathway for some of our better informed members, who can throw more light from our threshold and extend with more perfect courtesy a warmer hand of welcome to our sister Lodges than I, as some of our contiguous Lodges are aware.

"Senator" Bowers is still an adherent to our "ark," and, in my judgment, is getting much better looking. He has assumed a great deal of gravity of late, and I heard a member say, yesterday, that he is fast becoming religious.

Griffin does not mend. Goes to Des Moines regularly. The boys all tell him he'd better "marry the girl."

Bro. Roberts is not working now. He is investing his proceeds in the "Grays," a base ball club which the citizens of our town had made to order.

By the way, I must not fail to tell you of one of the most successful receptions ever held in our town, given at Eagle Grove opera house, under the auspices of Marvin Hughtitt Lodge. And success was not undeserved, for never have I seen a more indefatigable interest taken on any similar occasion. As the reception was given on July 5th, they were afforded a splendid opportunity for decorating, and everywhere the stars and stripes intermingled with our motto and watchwords with an imposing effect. To the right of the stage, in twelve-inch letters, stood our motto, "Benevolence, Sobriety and Industry;" to the left, "Marvin Hughtitt Lodge No. 132;" in the center, and over the drop curtain, stood in bold, twenty-inch letters, the word "Wel-

come." Our chart was encircled by a wreath of evergreens, intermixed with natural flowers, and relieved by the monogram "B. of L. F." immediately above it. Upon the stage, at either end, was a headlight, reflecting green and red lights, while in the center hung a pendant, displaying all the signals used by railroads, and from which ran streamers of red, white and blue to every corner of the hall. Much credit is due the young ladies for their assistance in decorating and beautifying the hall. Promptly at 9 P. M., Prof. Pederson's orchestra struck up the grand march, and dancng was in order till the "wee sma' hours," when everybody went home well pleased with the evening's entertainment. Our reception was also a financial success, netting \$164.00, which will be expended in furnishing our hall. We are proud of our Order, and although a young member, you will not find one who thinks better of its principles than

Joskins.

JUNCTION, N. J., July 27, 1886.

Editors Locomotive Firemen's Magazine:

With pleasure I give you a brief outline of the growth and prosperity of Wilson Lodge No 272 for the year ending July 31. Despite many obstacles and discouragements encountered we have proved in all essential respects a brilliant success. We have initiated nine members, with the prospect of many more as soon as they become eligible. We now number twenty-six in all, which speaks volumes for the Brotherhood at this small railroad center. Worthy Master Kirkendall, on retiring from the chair, congratulated himself, the officers and members on the enterprise they had displayed in instituting a Lodge which had proved an ornament and spoke strongly in favor of the organization of Lodges throughout the country, declaring that their tendency was to destroy evil influences which are bound to crop out in thickly settled localities. With best wishes for the success of the Brotherhood, I remain

119.

DRIFTWOOD, PA., July 22, 1886.

Editors Locomotive Firemen's Magazine:

Being a member of the B. of L. F. for nearly a year and seeing that 235 does not show up very often, I will try my hand as a correspondent. There are two of us out here in the woods running on the Low Grade Division of the A. V. R. R. as passenger firemen. Our road is the connecting link between the P. & E. and the River Division of the A. V. R. R. Our nearest Lodge is Pittsburgh, and we don't get to meetings as often as we should, but we can keep our dues and assessments paid by using the mail as an agent. Bro. Angell had quite a novel adventure one day last week and saved the life of a two-year-old child by going out on the pilot and snatching it from the track in time to save its being crushed to death. We meet members of Sunbury Lodge, on the Middle Division of the P. & E., quite frequently, and jolly good fellows they are. Bro. Hannahan passed over the P. & E. on his way to Bradford one evening recently, but I failed to see him. Bro. Ricketts says he is a fine man and an excellent talker. Bro. Scott has given us the shake and started a Lodge at Glenwood, and cannot help but be successful, as he is an old hand at the business and a Brotherhood man to

the core. Bro. Barney now wields the gavel with the air of the Prince of Wales. Bro. Walker takes the notes during the meetings and is a good man. Bro. Moyer fingers the stamps in fine style, and don't you forget it; he spits on his own stove now, if I am rightly informed. "Shake, Bro. Moyer, I'll take a cigar for mine." Bro. Shriuer keeps the 2034 hot on the local freight on the P. & E.; he is a Sunbury man. Bro. Truman has been promoted to the throttle and is doing well. These men are not members of 235, but are worthy of mention any place. There is talk of starting a Lodge in Renova in the near future. Give her a lift, boys, and send her on her way rejoicing.

One of the Boys.

CINCINNATI, OHIO, June 30, 1886.

Editors Locomotive Firemen's Magazine:

Here we are again, from the Cincinnati end of the great chain, this time to chronicle the result of our first grand picnic, which was given by the members of O. K. Lodge No. 269, at Rice's Hill, on Wednesday evening, July 14, and which we are happy to state was one of the grandest events that this famous hill-top has enjoyed this season. About two thousand persons participated in the festivities, which consisted of all kinds of amusements, particularly the good dancing, which was kept up till the "wee" hours of morn. The singing by the Clipper Quartette of Hamilton, Ohio, was simply immense and carried the hill by storm. The music was also good and rendered some very pretty selections. The ladies were out in full force and helped to enlighten the occasion, as ladies can, for which the boys all feel grateful. There was also a large number of visiting brothers in attendance of whom we were pleased to meet, Bros. Lindeman, Sharkey and others of No. 14, Bro. Cisco and others of No. 184, Bro. Smith and others of No. 104, and members from other Lodges whose names we have forgotten and to whom the boys are thankful for their kind attention. The boys tender their thanks to Mr. C. Neilson, Superintendent of the C., H. & D. R. R., and Mr. Rockwell, General Passenger Agent of the same road, for numerous favors shown us, and their kindness will long be remembered. Hoping that they may all be able to see us again in 1887, I will drop the picnic item and turn my attention to matters more interesting to our absent brothers. We have elected our new officers for the ensuing year, and I must say they are "dandies." In the first place, our worthy Master, F. O. Miller, succeeds himself, and the boys are all glad he accepts and enters upon his second term with grace. Bro. Miller's untiring efforts in behalf of the B. of L. F. deserve great praise. We can say we have a Master to be proud of. Bro. Dan. Keegan is our new Financier, and judging from the way he takes hold of his office he will be a hustler, and I think he will make the older ones look to their laurels. I have this to say in regard to Bro. McKenzie, our new Secretary, that if he makes as good a Secretary as he is a ladies' man he will be a la-la. Since my last, Bros. Mack and Roll have been promoted to the right side, and as they are made of good material, no doubt but that they will be successful, even if the cigars have not found their way to the Lodge room.

Shaker Bar.

ROCK ISLAND, ILL., August 5, 1886.

Editors Locomotive Firemen's Magazine:

The messenger of death has, for the first time since its organization, visited our Lodge room and taken from our number our worthy brother, Patrick McDonald. While we regret his loss to ourselves, our hearts go out in sympathy to his widow and mother, who alone can feel that hopeless, crushing grief of the sundered ties of the near and dear. While we bow in humble submission to the will of an All-wise God, we hope to so conduct ourselves that when our Heavenly Father calls us home, we may be prepared to render as good an account to Him of our lives as our kind and loving brother. From the first of his sickness, until it pleased God to call him to Himself, he was patient, and had a smile for all.

Affliction sore for months he bore,
Physicians were in vain,
Until it pleased Almighty God
To relieve him from his pain.

W. T. B. C.

PHILLIPSBURG, N. J., July 29, 1886.

Editors Locomotive Firemen's Magazine:

At our last regular meeting, we were surprised by a visit from the ladies of "Ladies' Aid No. 3, B. of L. F.," who presented us with a handsome set of Officers' Regalias.

N. Strouse, the Master, in a few appropriate words thanked the ladies in behalf of No. 11 for the beautiful gift. He was followed by Bro. C. A. Wilson, of No. 13, who, in his usual earnest manner, congratulated the Lodge in having such an efficient auxiliary. Bro. Nicholas, the war-horse of No. 11; our able Financier, Bro. Sinclair; our genial Secretary, Bro. Vannatta; Bro. Shed and Niece, all gave a few well-chosen remarks. They were responded to on behalf of the ladies by Mrs. Fannie Sinclair and Mrs. Maggie Teel. Next a table appeared, as if by magic, spread with cake, ice cream and lemonade, another expression of good will in a substantial form by the fair members of "Aid No. 3," and the way the good things disappeared was proof that all enjoyed the treat. Next in order was the cutting of a monster cake, a present to Bro. C. J. Rodgers, who was absent. It was decided that the Master should do the carving, and as he advanced with bared arms to the task it put one in mind of the Gladiators of the Roman Empire. Then commenced a struggle for mastery that has no parallel—great beads of perspiration stood out on the carver's face as he, in desperation, finally parted the cake, when lo! the beautiful exterior had hidden a tough loaf of rye bread in which were eleven china dolls. This created considerable mirth as they came in view. A committee was then appointed to thank the "Ladies' Aid" for their kindness. It was resolved that

WHEREAS, Excelsior Lodge No. 11, B. of L. F., at a regular meeting held June 27, were presented with a handsome set of Officers' Regalias by the "Ladies' Aid No. 3, B. of L. F.,"

Resolved, That in accepting the beautiful present, we fully appreciate the kindly feeling manifested in our behalf, and be it

Resolved, That it shall be our aim to have them worn over hearts true to the best interest of our noble Brotherhood.

Resolved, That we tender the thanks of this Lodge to the members of "Aid No. 3," and that we are proud to claim them as our friends.

Resolved, That we have these resolutions published in the Magazine and in the daily papers.

J. W. SINCLAIR,
J. HEADLEY,
C. W. VANNATTA, } *Committee.*

CONNELLSVILLE, PA., August 19, 1886.

Editors Locomotive Firemen's Magazine:

It seems that no one will write a word for No. 302, so if you permit me I will make the attempt. About January 24 Grand Organizer J. J. Hannahan gathered a few of the boys together and organized Yougheny Lodge No. 302. From that time to this it has been marked by a steady and healthy growth, until to-day it stands a sturdy young sapling among the forest of Brotherhood Lodges. We have an excellent corps of officers. Bro. C. L. Gray (re-elected Master) wields the gavel with ability, and if the question was asked where a better man could be found for the position, it would be difficult to answer. Bro. Hemsley very ably assists our Master. Bro. Plante is an A No. 1 quill driver, and Bro. Morrison is a terror in his official capacity of Warden, while Bro. Orbin smiles down upon us all from the Past Master's chair. Success to 302, and long may it prosper.

Yours, fraternally,

Scoop.

MICHIGAN CITY, IND., August 13, 1886.

Editors Locomotive Firemen's Magazine:

We started out January 20, 1886, with fifteen through passengers, and we found they were still coming, so we took on another coach, and the last stop we made our passengers numbered thirty-nine. We will now jog along to the next station, and see how many more there are to get on. But before proceeding, I see the conductor has not reported the good run we have made so far to the General Superintendent, so I will take the obligation upon myself, as I am very much interested in the good work and in the fast run we have made.

The number of our train is 300, and we have succeeded admirably well so far. We stop twice a month to oil around and listen to what the crew has to say. Bro. Reed, our Master, is like an ancient school master with gavel in hand. He makes the boys mind. Bro. Campbell fills the place to perfection when Bro. Reed is out. Bro. Henry is our Financier, and he can handle the cash equal to an expert. Bro. Mauny, Secretary, is not slow with the pen, especially when he is making a run for the Third Ward.

It looks as though the New Albany folks wanted to pay a dividend, when Bro. Lambka and Bro. Nicholas have to run the old 11 without a cab. Bro. Brown is home on his annual vacation. Bro. McLain has returned home after a three weeks vacation in Wisconsin, Harry is very industrious as this is the first time he has lost in three years.

Our Lodge received a cordial invitation to attend a festival given by the Daughters of Rebecca—some few attended and had a good time. Business has been rushing this summer and it is a difficult matter to procure a lay-off. If Bro. Van-Rifer and Jumbo Crosby don't let up on getting so fat they will have to throw up the sponge, as they will be unable to get in and out the cab windows to oil the valves. Our brothers from 240 have given us several very pleasant calls, and we cordially welcome them at all

times. When Bro. J. J. Hannahan left here he promised us to return soon, but it has been very long, and he has not yet put in an appearance. He must have slipped an eccentric. We are doing all in our power to build up the Order and in time to come, think we will be well represented.

Injector.

ALGIERS, LA., Aug. 21, 1886.

Editors Locomotive Firemen's Magazine:

I have been looking to see something in the Magazine from 247, but I have looked in vain. I will now say something of our newly elected officers. Bro. Bliss is our worthy Master. He is the right man in the right place. Endeavor Lodge, we know, will prosper, with Bro. Bliss at the head. Bro. Maguire is still our Financier and there is no better in the Order. Then comes our Secretary, Bro. Flynn, who is always after the boys to bring them to time. Well, Bro. Eavans, how is our baby boy? We have not seen any cigars yet. Come up, now, old boy, and let us hear from you. We know you are proud of the little one. Bro. Judlin, what is the matter with you? Has some one got the inside track? We thought you carried the red flag. Don't give it up, my boy. It is never too late to do a good turn.

JACKSON, MICH., Aug. 6, 1886.

Editors Locomotive Firemen's Magazine:

Having been a member of Gilbert Lodge No. 240 for some time, I thought that a few words from this section would not be out of order. In the first place our Master is a man to be proud of and I hope our members may profit by his example. Our Lodge is in a most flourishing condition, owing to the untiring faithfulness of its officers, especially our Financier, who is the right man in the right place. All our members are clever fellows and are taking great interest in the Brotherhood. The engineers on the M. C. R. R. are as a rule thorough gentlemen, and between them and the firemen the best feeling prevails. Wishing the Brotherhood abundant success, I am,

Yours fraternally,

P. S. B. R.

For Firemen's Magazine.

SOLITUDE.

Solitude, thou art a blissful nymph,

Thy realms to me are ever fair;

Where thoughts sublime the only time

Fill my soul with an inspired air.

I love your dusky shades in woodland glades,

Where phantoms flit unseen with noiseless tread—

I could sit and linger midst thy cooling shades

And rest upon thy mossy banks my head.

I feel at home whenever thou art nigh,

And far from home when in a crowd, I feel;

And oft with suppressed and smothered sigh,

I wish thy wings would gently round me steal.

And bear me far, far away to some lone isle,

Where undisturbed I could the passing hours beguile.

—[M. M.]

SCHENECTADY, N. Y.

Personal.

SHUT her off, Bro. Smart. You're slipping the drivers.

BRO. MICHEL, of No. 18, is in the harness, and doing duty.

HELLO, Genung, hello! Connect me with W. St. L. & P. R. H.—Harvey.

BRO. MATTIEL is always on hand and will stay up all night to go to a meeting.

ONE of our best Financiers runs a night switch engine in the yard at Burlington.

WHEN in Galesburg call at the Bachelor's Resort, kept by Bros. Lacy and Summer.

ANCHOR LODGE is composed of excellent men and their meetings are always well attended.

BRO. W. H. WILDER is a war-horse, but he cannot hold all the offices at one time. He objects.

THE members of No. 18 are not afraid to express themselves when a Grand Officer is present.

J. E. MCINTYRE, of No. 75, is the happy father of a handsome boy, and is as proud as a peacock.

BRO. HENSON, of H. B. Stone Lodge, 122, keeps the best records of meeting that we have ever seen.

BRO. BRIGGS, of Banner Lodge, No. 56, is one of the boys. He can "auger" with the best of them.

WHEN the members of 105 make lemonade there is a corner on lemons and sugar in the State of Illinois.

THERE are more orators to the square inch in No. 122 than any legislative assembly in the country.

BRO. F. F. KARNS, of 161, is one of those genial fellows that one can associate with and enjoy himself.

BRO. W. E. BALDWIN, of Banner Lodge, has a fancy for chromos. He has as fine a collection as is often seen.

BRO. SMITH, of Banner Lodge, is an earnest, hard worker, and to his efforts No. 56 owes a large debt of gratitude.

BRO. TURNHAM, of 56, is a stem winder, and when once wound up, even Bro. Baldwin sits down in despair.

GENERAL SHERMAN, Master of 122, makes an excellent commanding officer. When he beats the call all respond.

HERALD LODGE starts out with a new crew in the chairs, and a part of this crew will enter for the prize at Minneapolis.

BRO. CARLISLE, of Anchor Lodge, is as good in heart as he is large in stature, and as a presiding officer he is perfect.

BRO. S. D. LOWE, of Progress Lodge, makes an excellent presiding officer and he is highly respected by all the members.

BEAVER LODGE, No. 117, is one of our live Lodges. All her members are faithful workers and are prompt in all their duties.

BRO. J. HYNDMAN, the able Financier of No. 79, has the confidence of all members and has again been elected to that office.

BRO. HANNAHAN brings good tidings from the Union Pacific Lodges. All the men are well posted, well officered and in line.

BRO. R. CARROLL, Master of 79, presides over his Lodge with dignity and his discipline has made No. 79 a model for others to follow.

It is reported that Bro. Hank Shannon, of 18 K. Lodge, slips out of a back window and jumps on a shed to escape the wrath of a landlord.

ON the arrival of the Grand Master at Moberly he was immediately under the surveillance of the Chief of Police, Bro. Lynch, of No. 34.

WE are now aware of the cause of there being such good order among the Firemen at Moberly. Bro. Lynch has his weather eye open.

BRO. DAN DUGGAN is going to put on the gloves with a certain Grand Officer for reporting him as Sullivan, of the police force, of Buffalo.

TALK of taking the cake. The way the parrot got away with Fred Keler, of 146; McLaughlin, of 267, and Gore, of 277, takes the whole bakery.

ENGINE 36 was on exhibition at Beardstown, and we awarded the first prize to Bro. L. R. Hefner for keeping the cleanest engine on the road.

A "DOUBLE HEADER"—John Manion and Miss M. Burk, and John Murnin and Miss Sadie Burk, at Moberly, Mo., July 7th. Both Johns belong to 54.

CHAS. GORE, of 277, is rewarded at last; moved over to the right side and is pulling the throttle of the 703 on the Ponchartrain out of New Orleans.

BILLY BARLOW resides at Burlington, and has just retired from the Master's chair in 161, after doing good service in that office. He has hosts of friends.

WE have long had a desire to meet Bro. Bellaire, of Alpha Lodge, and while at Burlington we were introduced to that honored member of our fraternity.

A. B. BARKER, of 247, was married June 7th, to Miss Mary F. Kane, one of Rome's fair daughters. The members of 247 join in wishing them happiness.

MOST of the members of Anchor Lodge are suffering with a shock of paralysis, that has affected their speech. Bro. Carlisle, however, reports some improvement.

HORSE races, necktie parties and a picnic at Clark's is too much entertainment in one day. And the next Grand Officer that visits No. 56 had better make his will.

WE learn with deep regret of the sad death of little Sammie, son of Bro. and Mrs. Amigh. Bro. Amigh is one of the tried and true members of No. 287, and the bereaved parents have the sympathy of all.

HANK HAUSER and W. P. Smith, of New Year Lodge, now hold down the cushions on the right hand side of switch engines and have out a standing challenge to buck draw-heads with any man.

SOME one from El Paso told us that G. M. Lewis' girl had gone back on him, but judging from the slice of cake received from there it proved a happy mistake. Accept our thanks and congratulations, old fellow.

THE worthy Master of No. 18 is a firm believer in right, and while he wields the gavel the law must be obeyed.

BEN TAYLOR, of 135, has received his deserved reward and is now making out trip reports for himself and fireman.

GEO. A. MIDDLETON, of No. 75, is the proud father of a bouncing boy, who will make his future home with Bro. and Mrs. Middleton. George passed around fine cigars.

WE hear that Bro. M. Lynch, a prominent member of Lodge No. 130, has persuaded Miss Emma Eickmeyer, of Sheboygan, to write her name Mrs. M. Lynch. Bro. and Mrs. Lynch, we congratulate you.

GRAND ORGANIZER HANNAHAN visited Lodge 289 on July 2, and held a meeting, which was well attended, and now Bro. H. has an invitation to visit them again and bring the other Grand Officers with him.

BRO. NELSON, of Progress Lodge, is the lightning striker. He kept the minutes of the meeting on the occasion of the visit of Bro. Bellaire and recorded, in short hand, the remarks of this able speaker.

JAS. H. DRUMMOND, of Avon Lodge No. 38, has been sick for some time past, but surprised the boys by his convalescence and happy smiles the other morning. It's a girl. Both parents and child are doing well.

WE were glad to note the good feeling that exists between Division No. 220, B. of L. E. and J. M. Dodge Lodge, No. 79, B. of L. F. There is no disposition among them to oppose each other. This is as it should be.

No. 105 has, in Bro. I. L. Weeks, a faithful and efficient officer. Bro. Weeks has charge of the financial affairs and keeps books and makes out reports, and when the quarter comes around makes up the Trustees' report.

OUR Grand Organizer has just made a trip over the C. P. R. R. and brings in good reports of the Lodges in that section. The members are not able to attend meetings as frequently as they should on account of rush of business.

CHARITY LODGE, No. 5, located at St. Thomas, Ont., is reported by the Grand Organizer to be in excellent condition, and all her members earnest workers in the cause. One of her members is an officer in the city government—Alderman, we believe.

WM. EDWARDS, the genial and enterprising Magazine Agent of 289, has secured a life subscriber to the Magazine, Mrs. Katie Edwards nee Ryan. Bro. Edwards has to deliver the Magazine in person and does not object to the trouble. Old fellow, we congratulate you.

THE opening address of Bro. Morton Bixler, of Confidence Lodge No. 102, at the Des Moines meeting, was spoken of in the highest terms by all who heard it. The address, though brief, was exceedingly appropriate and meritorious and contained substantial meat for thinking minds.

BRO. W. H. SWAN, of West End Lodge, at Slater, round house foreman for the C. & A. R. R., is a most estimable gentleman and is as active a worker in the Brotherhood as when he flung diamonds. He is always ready to assist in anything that will promote the welfare of his Lodge or the Order.

BRO. GENUNG, of No. 56, informs us that during his recent visit at Springfield, Ill., the members of Capital Lodge, No. 56, gave him every attention, and he was able to get many new pointers that will be useful in his new departure.

JOHN TURNER, of No. 38, was very successful in obtaining on the first of July a beautiful silver medal presented by the public at Warton for the best high jump and best standing jump; also numerous other prizes obtained at different towns and cities. '38's members wish to see Bro. Turner take the professional championship.

At a recent meeting of Boston Lodge, No. 57, Bro. A. W. Spurr, Past Master, was presented by the members with a magnificent solid gold watch chain and charm. It is a costly and elegant gift and speaks in high terms of the generosity of the members and the popularity of the recipient. Bro. Spurr has served his Lodge faithfully and the members appreciate his worth in the fullest measure. Bro. S. thanks the members sincerely for their generous testimonial of friendship.

It is with profound regret that we chronicle the sad death of Bro. H. P. Boulton, Past Master of Dominion Lodge, No. 67, who was drowned while bathing, on July 4th. Bro. Boulton will be remembered by the delegates to the Toronto Convention as chairman of the Executive Committee, in which capacity he acquitted himself with great credit. He was a genial, excellent gentleman and a thorough Brotherhood man, whom all who knew held in highest esteem. The members of No. 67 deplore his untimely end and one and all mourn his loss and sympathize most sincerely with the bereaved ones.

WE are pleased to announce that Bro. Patrick C. Winn, Master of T. P. O'Rourke Lodge No. 244, has started in business for himself. He is a "Gents' Furnisher" in the latest approved style and his specialties consist of fine shirts, underwear, stylish hats, caps, collars, cuffs, etc. Bro. Winn's place of business is 330 West Twelfth Street, Chicago, and any of our members visiting there and desiring first-class goods at reasonable rates will do well to give him a call.

Union Meetings.

GALESBURG, ILL.

On Friday, July 16th, the Grand Master visited Progress Lodge, 105, at Galesburg. It being a regular meeting of the Lodge the usual business was disposed of and under debate "Good of the Order" a general discussion on all the important questions relative to our Order was indulged in by all present. There were fifty members in attendance, and the meeting lasted until the "wee sma' hours." The night being exceedingly hot, the Brothers had prepared a large tub filled with lemonade and business was frequently suspended in order to permit the wardens to dispense the delicious fluid among the members. Bro. Bellaire, of No. 26, being in attendance, gave us an excellent address; also Bro. Tucker, of No. 80, while the members of 105 were all prompt in answering the call of the Master when he requested them to express their sentiments. Progress Lodge is in excellent condition and is doing active service in building up the Order in her locality. In the morning we were entertained by a committee, and shown about the city and introduced to the citizens of Galesburg. In the afternoon we called on Mr. Ed. O'Shea, Grand Secretary and Treasurer of the Brotherhood of Railroad Brakemen. Mr. O'Shea is a most estimable gentleman and an active worker. The Brakemen should prize him highly, as in him they have a conscientious, hard working brother and one that all should appreciate and encourage by prompt attention to all his requests. We were glad to learn from Mr. O'Shea that the Order is flourishing and new Lodges being constantly organized, and we bid them God speed in their noble mission. We caught a glimpse of Grand Master Wilkinson and got a hearty shake of the hand, but his tall hat soon disappeared in the direction of Peoria.

The clerks in the Grand office are all perfect gentlemen and we must say that the Grand office of the B. of R. B. is in excellent hands, and under such administration the Order is sure to prosper. We left Galesburg at 6 P. M., having spent a most enjoyable day with the Brothers of 105.

BURLINGTON, IOWA.

On Saturday evening, July 17th, we arrived at Burlington and were met by a committee of Herald Lodge, 161, and were quartered at the Duncan House. It had been the intention of the brothers to hold a meeting on Sunday afternoon, but on account of the Brotherhood of Locomotive Engineers holding a union meeting during the morning and a public meeting in the afternoon, and Herald Lodge having been invited to attend the public gathering, it was decided to postpone the meeting of 161 until evening. At 2 o'clock P. M. we met at the hall of Herald Lodge and formed in line and marched to the opera house, where we were met by a committee of engineers and escorted to seats in the body of the house, your humble servant being invited to a seat upon the stage. There was a large attendance and the meeting was in every way a success.

Grand Chief Arthur delivered an able address descriptive of the history of the Order he represents—its aims and principles. He spoke kindly of the B. of L. F. and gave good advice to all organizations. He was listened to with the closest attention. After the close of the meeting, I was introduced to many of the prominent members of the engineers and was treated with the utmost courtesy by all.

At 7 P. M. a secret meeting of Herald Lodge was held at their hall and a large number of the members were in attendance. A number of brothers were unable to be present on account of the engineers' meeting, they being required to fill their places. It being the regular meeting of the Lodge, and the last meeting in the month, officers were elected and installed. The meeting lasted until 2 A. M. and was exceedingly interesting. No. 161 starts out with an efficient corps of officers and we look for good results the coming year. She has an excellent record. Bro. Bellaire, of No. 26, was in attendance and made one of his stirring addresses. On Monday, through the courtesy of Mr. Frakes, of the Westinhouse Air Brake Company, we were permitted to witness a test of the different car brakes now in use. We entered the rear car of a train of fifty and remained until a stop was made on a fifty foot grade at a speed of forty-three miles per hour. In a distance of 1,107 feet, when we were willing to award the prize to Westinhouse without further investigation, not desiring to do any high tumbling or come in contact with heavy weights, like our friend Frazier. We advise all our friends to ride on the rear car if they desire to become better acquainted with Mr. Westinhouse and the efficiency of his Automatic Air Brake. We left Burlington on Monday evening, reluctantly parting with the brothers of 161.

BEARDSTOWN, ILLS.

Tuesday, July 20th, we visited H. B. Stone Lodge, 122. During the day we were entertained by the members in a royal manner, visiting all the points of interest in and about the city. At 7 P. M. a session of the Lodge was held in their elegant hall on Main street, and there was a large attendance. The members of 122 are whole-souled and generous to a fault, and lemonade flowed freely. Able addresses were made by all present, and the meeting lasted until a late hour.

No. 122 has always been one of our leading Lodges and all her officers are prompt in the discharge of their duties. Our visit was made exceedingly pleasant by Bro. Henson and lady, at whose house we were entertained.

MOBERLY, MO.

July 22d, we attended special meetings with Anchor Lodge, No. 54, at Moberly. Sessions were held afternoon and evening and a large number were present. The worthy Master presided and the entire time was taken up in discussing matters of interest to the Brotherhood. No. 54 has many able speakers and deep thinkers who are well posted in all the

laws, while the secret workings of the Lodge is unsurpassed. During our stay at Moberly we visited the shops of the W. St. L. & P. R. R. and were introduced to Mr. J. K. Lape, M. M. J. B. Cotty, traveling engineer, and J. Siddens, superintendent car department, and shown about the works. All these officers are fine gentlemen and we are under many obligations to them for favors shown us. Our visit at Moberly was so pleasant that it was with reluctance that we bade the brothers good-bye.

STANSBERRY, MO.

July 23rd, a meeting was held with Banner Lodge, 56, at Stansberry, Mo., and there was a good attendance. No. 56 has seen dark days, but by the united efforts of a few of her members she has come to the front and is now in good condition. Her membership contains excellent men who live true to every obligation and are always found doing duty. We had the pleasure of meeting many of the engineers and found them excellent gentlemen.

During our stay we were highly entertained by the brothers and all the points of interest in and around the town were visited. We are under obligations to Bros. Genau and Briggs for their explanations of the workings of the Reed Automatic telephone, a new departure in telephones, now in use in the W., St. L. & P. round house at Springfield.

SLATER, MO.

Saturday, July 24, we were present at a regular meeting of West End Lodge at Slater. Worthy Master E. H. Banard in the chair. This was one of the most interesting meetings that I ever attended. The entire evening was devoted to debate upon important questions relating to duties of members; and able addresses were made by all present. The meeting adjourned at 1:30 A. M. We were entertained at the residence of Bros. Swan and Mathee, both of whom have beautiful homes, presided over by most estimable wives and admirers of the Brotherhood. We also had the pleasure of meeting the beautiful sister of our esteemed Brother Smart, and spent a pleasant hour in her company. During our stay we called on Mr. Hill, master mechanic of the C. & A. Many of our members along the line of N. Y., P. & C. will remember him. He is a genial gentleman and highly esteemed by all his employees. No. 18 has a genial lot of fellows in her ranks and any member of our order paying a visit there will meet with a cordial reception.

ROODHOUSE, ILL.

Sunday, July 25, we had the pleasure of meeting with the members of J. M. Dodge Lodge, 79, at Roodhouse. It being a regular meeting and election and installation being the order of the day, there was a large attendance. The meeting was exceedingly interesting, and we found the members well informed on all subjects. In the evening a union meeting was held with Division 220, Brotherhood of Locomotive Engineers. Chief Engineer B. Zahm, presided. Addresses were made by Mr. Strunk, Assistant Master Mechanic at Roodhouse; Messrs. Brown, Stevens and Kinney, of the Engineers; Bro. Carroll spoke on behalf of the Firemen. The meeting was of interest to all and the best of feeling prevailed. We are glad to see these meetings held, for where the two orders meet together and discuss the important questions, that to-day interest the members of both these great Brotherhoods, there is always a better understanding of the situation and a better feeling exists. I desire to take this opportunity of thanking the Engineers of Division 220 for courtesies shown me during my stay in Roodhouse, also to the brothers of No. 79, and I hope to soon have an opportunity of paying them another visit.

A Pleasant Evening.

Creston Gazette.

The members of Advance Lodge No. 101, B. of L. F., are to-day the proud possessors of one of the finest assembly halls in Iowa, and the only one, we are told, in the United States devoted exclusively to the Order. The hall extends the entire length of the building and is divided into three apartments, all of which are richly carpeted. Next to Pine street are the reception and banquet rooms, the first named

being provided with upholstered furniture, with a supply of current literature always on hand that the members may pass their unoccupied moments pleasantly and instructively. The Lodge room proper is an airy and spacious apartment, perfectly proportioned for Lodge purposes. In the rear, upon a slight elevation, is the altar and desk of the Master and Financier. Distributed about the room at convenient distances are the altars of the other officers. The walls are prettily hung with official certificates of the Order and portraits of departed brethren.

The exercises last evening were attended by a large number of members of the Order, with their mothers, sisters and lady friends, and many invited guests. It was demonstrated before the end was reached that the Lodge has many members who can get up before an audience and present their thoughts clearly and intelligently and with little embarrassment.

The evening's exercises opened with a pretty musical selection by Miss Ora Crouch, after which J. F. Bryan, in a pleasing speech of fifteen minutes' duration, reviewed the work of the Brotherhood since its organization in December, 1874, at Port Jervis, N. Y., and contrasted the difference in the surroundings of the thirteen originators of the movement, who assembled in a barn, with the beautiful hall designed for the use of Advance Lodge No. 101, with its membership of 175 locomotive firemen. After another musical selection, Rev. W. H. W. Rees delivered one of his usual happy addresses, abounding with humor and pathos, which was greatly enjoyed by all present. J. W. Crouch spoke feelingly upon the aims and objects of the Order. J. C. Murphy varied the programme with a pleasing review of the life of Madame Roland, the heroine of the French revolution. G. L. Igoo being called for prefaced his remarks with the statement that he was not much of a single-handed talker, and then proceeded to talk very entertainingly for a few moments, alluding feelingly to the portraits of the five brave brothers who had gone on before, and expressed the hope that they might all be reunited in that brotherhood above.

H. K. Burket chose for his theme the officers elected for the ensuing year at the last meeting, and made some felicitous remarks in regard to their worth, asserting that Master Miller's heart was excelled in bigness only by his feet. The programme agreed upon closed with the rendition of a beautiful quartette by Misses Ora Crouch, Maggie and Dollie Linebarger and May Moll, after which Mr. Reed, a visiting brother from Lodge No. 105, Galesburg, Ill., was called upon and responded, as did John Kirsch, S. A. Brewster and Geo. Beckwith.

Mr. Bryan then announced that he had been chosen as spokesman to present the Lodge with a beautiful large rug, from W. N. Kelley, and two smaller but equally attractive ones from Mr. and Mrs. Gonden, heartily thanking them for the same. The conclusion of the evening's entertainment was then announced, and after a few moments spent in inspecting the apartments, the guests took their departure.

The Gazette is deeply gratified, as must be all friends of the Order, to see its members occupying so beautiful a home of their own. It tells of prosperity and good management. May they live long to enjoy it.

Satisfactory Adjustment.

On Tuesday, July 27, the Grievance Committee representing the firemen on the Mackey System of Railroads, having previously presented a schedule of wages for the consideration of the management, called in company with Grand Master Sargent, on Mr. H. D. Ewing, general manager, and after a few minutes' discussion with the committee a satisfactory settlement was made. General Manager Ewing treated the committee with respect and there was a disposition shown on the part of both to deal justly and the settlement was made upon the basis of justice to all.

Be it said to the credit of the committee that they were all fair-minded men and not in the least inclined to be unjust, and we desire to compliment them on the good work accomplished. The following is the schedule as approved by the company:

EVANSVILLE, IND., June 28, 1886.

To the Officers of the Mackey System of Railroads:

We the undersigned committee representing the firemen employed on the above system, respectfully ask that the following scale of pay be received by them:

First. Passenger firemen to receive one and seven-tenths (1 7-10) cents per mile.

Local freight firemen to receive two (2) cents per mile.

Through freight firemen to receive two (2) cents per mile.

Firemen of light engines to be paid same as passenger firemen.

Firemen of engine and caboose to be paid same as through freight firemen.

Second. Firemen on all work or construction trains to receive one dollar and seventy-five cents (\$1.75) per day, from eight to ten hours to constitute a day, under eight or over ten hours to be paid at the rate of seventeen and one-half (17½) cents per hour.

Third. That all yard and belt firemen, including the New Harmony branch of the P. D. E., receive one dollar and fifty (\$1.50) cents per day, eight to ten hours in the yard to constitute a day, all under eight or over ten hours to be paid at the rate of fifteen (15) cents per hour.

Fifth. We further ask that a 1 firemen be paid for all delayed time over one hour, at the rate of seventeen and one-half (17½) cents per hour, as per present time cards, P. D. & E., No. 23; E. & T. H., No. 21; E. & L., No. 3, and that they receive fifteen (15) cents per hour for watching all work or construction engines when laying at non terminal points and that they receive pay for ten miles for doubling each hill with more cars than engine can pull.

Sixth. That you place a day and night hostler at all terminal and division terminal points, whose duty it will be to fire up all engines, clean out all fires, ash pans and extension ends; also to get all engines out of round houses, and to put all engines in round houses.

Seventh. That you have a man to take care of and black all stacks and front ends.

Eighth. That no fireman be disqualified, suspended or discharged without a just cause, and a fair trial.

ED. A. MCGRIFF,
W. G. MCCUTCHEON,
MORRIS HOFFMAN,
C. J. SINGLETON.

Approved and in effect as of August 1, 1886.

W. D. EWING,
General Manager.

Testimonial to a General Manager.

On the occasion of the organization of Mount Penn Lodge, No. 317, at Reading, Pa., General Manager Wootten, of the P. & R., very generously placed a special train at the disposal of the Philadelphia brethren who desired to accompany Grand Instructor Hannahan and assist in the work. As a mark of their appreciation of Mr. Wootten's courtesy, the members on their return adopted the following sentiments of regard and esteem:

PHILADELPHIA, PA., May 23, 1886.

At a stated meeting of United Lodge No. 60, and Lafayette Lodge No. 283, Brotherhood of Locomotive Firemen, held this May 23, action, of which the following is a minute was taken, giving formal recognition to the courtesies extended our respective Lodges by General Manager John E. Wootten, Esq., on the occasion of our late visit to the city of Reading at the organization of Mount Penn Lodge No. 317, in having placed at our disposal free of charge a special train to go and return:

First. That to John E. Wootten, Esq., General Manager of the Philadelphia and Reading Railroad, do we return our most sincere thanks for the high compliment tendered our respective Lodges on the occasion above referred to.

Second. That we thoroughly appreciate the motives which prompt such courtesy on the part of our esteemed and honored friend, whose career from the time he stood side by side his brother mechanics to the present has been marked by an earnest desire to elevate men who endeavor to honor their manhood

by a faithful performance of the duties assigned them.

Third. That for mutual welfare we hope and trust that the friendly relations which now exist may long continue, and in conclusion to John E. Wootten, Esq., and his family do we extend the hope of a long and happy life.

JEREMIAH J. LEAHY,
BERNARD J. SHARKEY,
CHARLES W. OSWALD;
Committee Lafayette Lodge No. 283.

OSCAR NOLL,
JOSIAH H. FETTERS,
JOHN A. MINGES,
Committee United Lodge No. 60.

In response to the foregoing, General Manager Wootten addressed to the committee the following very beautiful and appropriate acknowledgment:

PHILADELPHIA, July 19, 1886.

Gentlemen of the Committee of United Lodge No. 60 and Lafayette Lodge No. 283, Brotherhood of Locomotive Firemen:

I am sure that you can well understand with what feelings of high appreciation I receive from you and those whom you represent this very handsome and greatly valued testimonial of your personal regard. The sentiments which find expression upon it give rise to a feeling of proud satisfaction, and the gratification which they afford me recalls to memory other pleasing incidents of my long connection with the Reading Railroad Company, and so long has this connection existed that it embraces a period during which the fathers of some of you and your associates were as actively engaged in similar pursuits as you yourselves now are. For you, gentlemen, as representing the Brotherhood of Locomotive Firemen, I feel sure that I can bespeak such wise conduct of the affairs of your organization as will win for it the hearty commendation of all who have your best interests at heart; and I am certain that there is no one who more earnestly than myself wishes you God speed and the full consummation of your hopes and wishes in the direction you have chosen for doing good to your fellow-men. For myself I am beginning to feel that in the course of a long and active participation in railroad work there comes a time when the call for "down brakes" cannot much longer be deferred, and when that time comes for me, although I may be separated from you, yet I shall continue to invoke a blessing upon your efforts to promote the welfare and great good which a wise and prudent application of the principles of your Brotherhood must carry with it.

JOHN E. WOOTTEN,
General Manager Philadelphia & Reading Railroad.

In the sentiments expressed by Mr. Wootten it will be observed that he is deeply interested in the prosperity and success of our organization. It is scarcely necessary for us to say that we feel highly complimented by Mr. Wootten's frank expressions of approval. He is in fact our friend and we are his. We know him to be a broad-gauge, noble-natured gentleman who ranks second to no man in his profession, and we hope the call for "down brakes" he seems to anticipate may be deferred many years yet, and that he may be blessed with unflinching health and vigor to enable him to carry forward the vast enterprises of which he is the honored and trusted custodian.

Resolutions.

OTTAWA, KANSAS, August 8, 1886.

At a regular meeting of this Lodge the following resolutions were adopted:

WHEREAS, Death has been among us and called from us our worthy brother, C. G. Rich, who died with consumption, July 1; therefore be it

Resolved, That in his death we have lost a valuable member, the company a faithful employe and his wife a true husband.

Resolved, That our charter be draped in mourning for the space of thirty days, and that a copy of these resolutions be sent to the Editor of the Magazine for publication, and that a copy be sent to the widow of the deceased and spread on the minutes of the Lodge.

S. C. MCFADDEN, }
W. L. MILLER, } Committee.

MACON, GA., July 21, 1886.

At a regular meeting of Macon Lodge, No. 246, held July 20, the following resolutions were adopted:

WHEREAS, This Lodge has been the recipient of a beautiful B. of L. F. motto, made of flowers and handsomely framed, from Mrs. Monroe Poole, wife of our worthy Bro. Monroe Poole. Therefore be it

Resolved, That we tender the above named lady our heartfelt thanks for the beautiful present.

Resolved, That we will always endeavor to prove ourselves worthy of the gift, and may the life of the donor be long and happy is the wish of No. 246.

Resolved, That a copy of these resolutions be presented to the donor, recorded in the minutes and published in the Magazine.

S. L. TAYLOR,
W. M. WALKER,
J. H. STRICKLAND, } Committee.

ROCK ISLAND, ILL., July 1, 1886.

Resolutions of respect adopted by Twin City Lodge, No. 39.

WHEREAS, It has pleased Almighty God, in His infinite wisdom, to remove from our midst our beloved brother, Patrick McDonald; be it

Resolved, That in the death of Bro. McDonald Twin City Lodge, No. 39, has lost one of its most faithful members.

Resolved, That we tender the members of the bereaved family, especially the sorrow stricken widow and mother, our most sincere and heartfelt sympathy in this, their hour of affliction, knowing full well how inadequate are words to lessen the desolation of an aching heart; earnestly wishing it was in our power to soften the grief and anguish of the bereaved ones.

Resolved, That our charter be draped in mourning for thirty days and that a copy of these resolutions be presented to the family and that a copy be forwarded to our Magazine for publication.

JAS. W. CAVANAUGH,
W. T. CLARK,
JAS. B. LIDDERS, } Committee.

NASHVILLE, TENN., July 24, 1886.

At the regular meeting of W. H. Thomas Lodge, on this date, the following resolutions were adopted:

WHEREAS, The Almighty has in His infinite wisdom, seen fit to call home our friends and brothers, Thad D. Buck and P. J. King; and

WHEREAS, In view of the great loss our Lodge has sustained by their death, and of the still greater loss sustained by those who were nearer and dearer to them; be it therefore

Resolved, That it is but doing a simple act of justice to the memory of our deceased brothers, to say that in their untimely death this Lodge loses two of its most active and valuable members, who enjoyed and deserved the respect and esteem of all who knew them.

Resolved, That to the stricken families we extend our heartfelt sympathy, and commend them for consolation to that Grand Master who decrees all for the best.

Resolved, That as a mark of respect to the memory of our deceased brothers, we drape our charter in mourning for thirty days, and that a copy of these resolutions be presented to their families, and that they be published in the Nashville dailies and the Locomotive Firemen's Magazine.

E. P. BISHOP, JR.,
J. B. FRY,
G. F. DUTLINGER, } Committee.

Letter of Thanks.

CHAMPAIGN, ILL., July 31, 1886.

To the Officers and Members of New Hope Lodge No. 37:

GENTLEMEN: I have received through your Financier the sum of fifteen hundred dollars (\$1,500.00) the full amount of insurance on the policy held by my husband in your grand Brotherhood. Permit me to offer to you my sincere thanks for the many acts of kindness shown during his illness. May the Order ever prosper and continue to be a fountain of happiness to its members and a Godsend to the widow and orphan. Sincerely, Mrs. J. TIERNEY.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen of North America, and will contain all Notices of Assessments and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

AUGUST, 1886.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., September 1, 1886. }

Assessment Notice.

No. 23—\$1.00.

To Subordinate Lodges:

SIRS AND BROTHERS: You are hereby notified of the following deaths and disabilities:

201. Henry P. Boulton, of Lodge 67, was accidentally drowned, July 4.

202. W. A. Cowan, of Lodge 8, died from the effects of Scalds, July 8.

203. T. D. Beech, of Lodge 150, was killed by railroad accident, July 20.

204. P. J. King, of Lodge 150, was killed by railroad accident, July 20.

205. F. McDonald, of Lodge 39, died of Cirrhosis of Liver, July 25.

206. J. Guinn, of Lodge 75, suffered the amputation of an arm, July 25.

207. J. Coughlin, of Lodge 135, was declared totally disabled with Consumption, July 28.

208. J. Byrne, of Lodge 208, was declared totally disabled with Consumption, July 29.

209. W. H. Tyson, of Lodge 111, was declared totally disabled with Chronic Cystitis, August 3.

210. D. S. McJenkins, of Lodge 297, died of Typhoid Fever, August 7.

211. G. E. Monahan, of Lodge 287, was declared totally disabled with loss of foot and other bodily injuries, August 9.

212. P. H. Franey, of Lodge 288, died of Inflammation of Bowels, August 10.

213. Alfred O'Connell, of Lodge 44, was declared totally disabled with Consumption, August 12.

The amount of ONE DOLLAR is due on the above claims from all members whose names were on the rolls of membership August 12, 1886, and must be paid to your Financier on or before October 1, 1886. The Financier is required to forward the above assessment so it will reach the Grand Lodge on or before October 10, 1886. Members failing to make payment as above provided, will stand suspended from all the benefits of the Order during such arrearage, as per Sec. 4, of Art. 5, of the Constitution.

Fraternally yours,

EUGENE V. DEBS, G. S. and T.

Reinstatements.

The following reinstatements have been reported for the month of July:

Lodge.	NAMES.	Lodge.	NAMES.
31	M. Bauvelt.	94	J. A. Kirk.
22	Frank Bowman.	130	F. Stully.
31	Chas. Yockle.	134	S. Graves.
37	Y. M. Edwards.	141	H. E. Kilpatrick.
66	R. Gernon.	182	W. H. O'Brien.
72	Chas. Miller.	203	J. Baker.
72	Jas. Ireton.	218	P. Shaughnessy.
74	W. H. Layton.	247	T. A. Stewart.
83	J. T. Cox.	249	F. G. Smith.
88	R. Jones.		

Expulsions.

The following expulsions have been reported for the month of July:

Lodge.	NAMES.	Lodge.	NAMES.
4	F. B. Jefferies.	83	J. E. Hayes.
6	J. P. Norton.	83	Jno. Berqueist.
7	Jas. Mahong.	85	A. McEwan.
8	G. A. Givens.	94	F. A. Knopp.
8	Jas. Matthews.	94	D. T. Briggs.
9	Jno. Cork.	94	Geo. Hammond.
10	A. W. Lawton.	94	D. M. Dean.
13	T. D. Ritenhouse.	111	S. Hunter.
14	Frank Elston.	111	M. Kiley.
14	Harry Dishong.	111	C. Stiener.
14	Jacob Brooks.	111	T. Tiernen.
16	Thos. Mouahan.	115	Wm. Smith.
17	Jos. Gardner.	116	M. Blank.
17	S. J. Harding.	123	M. Murphy.
17	C. B. Huffman.	125	W. W. Jackson.
17	Wm. Utterback.	127	Wm. Barnfather.
17	Wiley Nichols.	127	Thos. Arthur.
17	Harry Chadwick.	127	Wm. McLeod.
17	Thos. Blevins.	127	D. O'Leary.
17	Jno. Lemon.	127	Jno. Swinbank.
20	Alfred Edie.	135	Jno. Klingner.
21	T. K. Shea.	135	Wm. Kearseley.
21	A. White.	135	Geo. Selders.
21	M. Baker.	135	H. A. Hobart.
24	H. Miller.	136	M. McNeish.
27	J. K. Smith.	140	E. G. Duncan.
27	Geo. Fitzgerald.	148	C. W. King.
30	T. A. Dillon.	148	Jas. Ramsou.
30	Jno. McDonald.	153	J. J. Clayton.
45	S. Knight.	153	Robert Pearce.
45	C. W. Faucett.	158	F. Keenan.
45	G. L. Shaw.	121	H. J. Colman.
45	J. F. Weaver.	161	Jno. Welch.
46	M. McAlone.	168	Jas. Gallegier.
49	Wm. French.	174	L. Fridy.
49	Robert Wiseman.	177	J. L. Dalton.
49	M. Sheehan.	177	J. S. Hall.
43	C. Topham.	173	J. D. Carter.
50	J. Gilligan.	182	M. Benner.
52	B. F. Laing.	187	M. Callahan.
52	J. W. Snodgrass.	187	J. Ogle.
55	Wm. Buchanan.	187	A. Richardson.
58	G. B. Stratton.	194	Wm. Carr.
60	Robert Schaffer.	194	C. J. Gilfillan.
60	H. Toole.	194	D. Pitts.
61	Thos. Cox.	199	J. L. Luse.
61	E. L. Olds.	205	Edward Scott.
72	J. C. Wilson.	211	A. J. Sandt.
74	C. A. Humell.	212	W. E. Carrs.
74	Geo. Zang.	218	Robert Long.
75	J. H. Kilpatrick.	233	Jno. Gratton.
75	J. McClees.	235	Jno. Burgess.
75	Wm. Eshelman.	244	J. R. Ashcroft.
78	Wm. Lewis.	247	Jno. Gallie.
78	J. Leary.	261	J. W. Blaine.
78	J. Durkin.	261	P. J. Gailbraith.
78	W. H. Walters.	279	Jno. Redmond.
78	H. Birkhimer.	279	C. V. Hickey.
78	J. B. Binder.	283	J. B. Fernch.
78	J. O. Frick.	286	W. J. Brown.
81	C. E. Pounds.	308	R. O. Cook.
83	Edward Carrigan.		

‡ Unbecoming conduct.

† Defrauding Lodge.

All not marked, for non-payment.

Notice to Absent Members.

W. H. RILEY.

W. H. Riley, of Guide Lodge No. 125, is requested to correspond with the Financier of his Lodge.

S. E. PETRIE.

If S. E. Petrie, of Self Help Lodge No. 80, will correspond with the Financier of his Lodge he will hear something to his advantage.

OFFICE OF GRAND SECRETARY AND TREASURER. }
TERRE HAUTE, IND., August 1, 1886. }

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending July 31, 1886:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't 20.	Assessm't 21.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't 20.	Assessm't 21.	TOTAL.
1	\$3	\$50		\$62 00	72	\$21	\$88		\$109 00
2	5	19		24 00	73	8	51		59 00
3	34	158		192 00	74	17	33		50 00
4	15	58		73 00	75	48	108		216 00
5		82		82 00	76	19	54		73 00
6	13	42		55 00	77	43	76		119 00
7	6	25		31 00	78	1	99		100 00
8	8	50		58 00	79	3	41		44 00
9	49	41		90 00	80			\$84	84 00
10	9	59		68 00	81	3	75		78 00
11	7	123		130 00	82	10		102	112 00
12	53	240		293 00	83	4	34		38 00
13	1	99		100 00	84	2	78		80 00
14	58	125		183 00	85	3	30		39 00
15		59		59 00	86	12	47		59 00
16	20	115		135 00	87		28		28 00
17	24	6		30 00	88	15	18		33 00
18	29	43		72 00	89		38		38 00
19					90		6		6 00
20	2	30		32 00	91	9	22		31 00
21	14	18		32 00	92	21	19		40 00
22	18	25		43 00	93	1	78		79 00
23	20	19		45 00	94	121	38		159 00
24	38	56		94 00	95	54	56		110 00
25		59		59 00	96	2	43		45 00
26	9	60		69 00	97	11	46		57 00
27	21	57		78 00	98	21	16		37 00
28	3	69		72 00	99	6	79		85 00
29	2	42		44 00	100	12	19		31 00
30	7	60		67 00	101	70	86		156 00
31	34	60		94 00	102				
32	4	23		27 00	103	24	76		100 00
33	2	58		60 00	104	9	7		16 00
34	1		\$58	59 00	105	7	92		99 00
35	25	18		43 00	106	7	24		31 00
36	11	56		67 00	107	9	55		64 00
37	1		55	56 00	108		25		25 00
38					109	31	67		98 00
39	1	64		65 00	110	2	31		33 00
40	1	67		68 00	111	17	29		46 00
41	5	19		24 00	112	8	46		54 00
42		36		36 00	113	25	25		50 00
43	10	72		91 00	114		22		22 00
44					115	19	17		36 00
45	17	74		91 00	116		45		45 00
46	16	24		40 00	117	7	48		55 00
47		120		120 00	118	4	19		23 00
48				77 00	119	2	26		28 00
49	34	34		68 00	120	6	69		75 00
50		144		144 00	121	17	88		105 00
51	14	48		62 00	122	6	44		50 00
52	12	98		110 00	123	31	58		89 00
53	13	41		54 00	124	1	21		22 00
54	4	75		79 00	125	14	26		40 00
55	9	25		34 00	126	6	19		25 00
56	11	16		27 00	127	10	78		86 00
57	49	207		256 00	128		24		24 00
58	1	15		16 00	129		69		69 00
59	18	57		75 00	130	27	52		79 00
60	18	80		98 00	131	3	22		25 00
61	106	53		150 00	132	2	19		21 00
62	9	52		61 00	133		30		30 00
63	31	26		57 00	134	12	20		32 00
64	10	17		27 00	135	2	55		57 00
65	13	59		72 00	136	12	12		24 00
66	12	47		59 00	137	1	30		31 00
67	24	84		108 00	138	2	32		34 00
68	26	57		83 00	139	10	23		33 00
69	2	41		43 00	140	7	50		57 00
70	12	24		36 00	141				
71	6	46		52 00	142	57	49		106 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't 20.	Assessm't 21.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't 20.	Assessm't 21.	TOTAL.
143	\$37	\$14		\$51 00	222	\$22	\$23		\$45 00
144	12	32		44 00	223	14	13		27 00
145	1	29		30 00	224	11	23		34 00
146	34	23		57 00	225	11	15		26 00
147	3	24		27 00	226		27		27 00
148	9	21		30 00	227	12	12		24 00
149	39	151		190 00	228	9	59		68 00
150	4	48		52 00	229		51		51 00
151	16	42		58 00	230		35		35 00
152	10	14		24 00	231	34	34		68 00
153	23	37		60 00	232	7	15		22 00
154					233	8	15		23 00
155	2	15	\$15	32 00	234	21	15		36 00
156	3	43		46 00	235	19	24		43 00
157	15	16		31 00	236	7	13		20 00
158	16	41		57 00	237	15	35		50 00
159	15	18		33 00	238	7	15		22 00
160	5	37		42 00	239	3	25		28 00
161	16	45		61 00	240	3	49		52 00
162	1	90		91 00	241	1	15		16 00
163	11	19		30 00	242	3	32		35 00
164	6	38		44 00	243	3	34		37 00
165	18	25		43 00	244		\$50		50 00
166	18	19		37 00	245		18		18 00
167	11	29		40 00	246	6	20		26 00
168	6	27		33 00	247	13	16		29 00
169	13	92		105 00	248	8	18		26 00
170	10	21		31 00	249	3	15		18 00
171	4	15		19 00	250		48		48 00
172					251	2	23		25 00
173	11	22		33 00	252		65		65 00
174	24	93		117 00	253	5	24		29 00
175	13	25		38 00	254	14	20		34 00
176					255	13	18		31 00
177	7	39		46 00	256	5	24		29 00
178	5	61		66 00	257				
179	37	44		81 00	258		22	21	43 00
180					259				
181	2	17		19 00	260	1	24		25 00
182	17	22		39 00	261		22		22 00
183					262	4	9		13 00
184		3		3 00	263	4	12		16 00
185					264	3	31		34 00
186	38	11		49 00	265	1	39		40 00
187	1	13		14 00	266				
188	56			56 00	267	4	12		16 00
189	1		31	32 00	268	9	13		22 00
190	21	21		42 00	269	15	22		37 00
191	50			50 00	270	26	43		69 00
192		17	17	34 00	271		19		19 00
193	3	14		17 00	272		24		24 00
194	22	31		53 00	273	1	36		37 00
195	15	35		50 00	274		17		17 00
196		28		28 00	275	6	19		25 00
197					276	2	11		13 00
198	1	16		17 00	277	2	12		14 00
199	4	27		31 00	278	8	4		12 00
200	15	9		24 00	279	17	12		29 00
201	1	34		35 00	280	7	27		34 00
202	18	30		48 00	281	12	25		37 00
203	14	31		45 00	282	16	24		40 00
204	51	12		63 00	283	10	22		32 00
205	20	50		70 00	284	6	36		42 00
206	18	14		32 00	285	7	18		25 00
207		56		56 00	286	10			58 00
208	5	29		34 00	287	1	30		31 00
209	12	20		32 00	288		17		17 00
210	4	33		37 00	289	5	13		18 00
211	5	47		52 00	290	6	13		19 00
212		26		26 00	291	12	18		30 00
213	8	21		29 00	292	8	19		27 00
214	20	26		46 00	293	2	36		38 00
215		43		43 00	294	1	18		19 00
216	2	63		65 00	295	2	19		21 00
217	7	11		18 00	296		25		25 00
218	26	21		47 00	297	3	15		18 00
219	5	38		43 00	298	1	17		18 00
220	3	40		43 00	299		28		28 00
221		34		34 00	300			31	31 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't 20.	Assessm't 21.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't 20.	Assessm't 21.	TOTAL.
301		\$16		\$16 00	311	\$1	\$14		\$15 00
302	9	16		25 00	312		16		16 00
303		12		12 00	313	3	18		21 00
304	2	15		17 00	314	1	11		12 00
305					315		17		17 00
306	1	17		18 00	316		11		11 00
307		23		23 00	317				
308	26	17		43 00	318				
309		9		9 00	319				
310		15		15 00					

Balance on hand July 1 \$19,000 50
Received during month 15,089 00

Total \$34,089 50

By claims 173, 174, 175, 176, 177, 178, 179, 180, and 181 \$13,500 00

Balance on hand August 1 21,189 50

Respectfully submitted.

EUGENE V. DEBS, G. S. and T.

OFFICE OF THE GRAND LODGE B. OF L. F.,
TERRE HAUTE, IND., August 1, 1886. }

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS: Your attention is hereby called to the following special notices, viz.:

BACK NUMBERS.

A full set of Magazines for 1877, and one copy of December, 1876, are desired by the Grand Lodge. Any member having these copies and wishing to dispose of them, will please correspond with the Grand Secretary.

UNION MEETING.

There will be a grand union meeting held at Galesburg, Ill., under the auspices of Progress Lodge No. 105, Saturday, October 2. All members in good standing are invited to be present.

Yours fraternally,

EUGENE V. DEBS,

G. S. and T.

F. P. SARGENT,

G. M.

Grand Lodge.

F. P. Sargent Grand Master
Terre Haute, Indiana.

J. J. Hannahan Vice Grand Master
Box 655, Englewood, Ill.

E. V. Debs Grand Secretary and Treasurer
Terre Haute, Indiana.

J. J. Hannahan Grand Organizer and Instructor
Box 655, Englewood, Ill.

TRUSTEES.

W. F. Hynes Denver, Col.

C. A. Cripps Vincennes, Ind.

A. H. Tucker Mason City, Iowa

EXECUTIVE COMMITTEE.

H. Walton, Chairman Philadelphia, Pa.

W. E. Burns, Secretary Chicago, Ill.

F. W. Dyer St. Paul, Minn.

C. A. Wilson Jersey City, N. J.

Sid. Vaughan Toronto, Ont.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.

Meets every Sunday at 2 P. M.

C. E. Barkman, Box 26 Master

J. E. Cook, Box 215 Secretary

C. E. Barkman Financier

2. HAND IN HAND; Providence, R. I.

Meets 2d Monday of each month.

G. T. Lowe, 10 Condat St. Master

H. Atwood, 5 Liberty St. Secretary

J. W. Williams, 27 Jefferson St. Financier

- 3. ADOPTED DAUGHTER; Jersey City, N. J.**
Meets 2d and 4th Sundays, Cor. Grove and Fourth Sts.
E. P. Hutton, 61 Grand St Master
R. H. Roden, 72 Erie St Secretary
G. Auchter, 205 Third St Financier
- 4. GREAT EASTERN; Portland, Maine.**
Meet at 53 Temple St., Cor. Congress St., in Congress Hall, 1st and 3d Sundays at 1 P. M.
L. G. Shaw, 82 Lincoln St Master
L. P. Bailey, 26 May St Secretary
F. A. Huff, 49 Hanover St Financier
- 5. CHARITY; St. Thomas, Ontario.**
Meets every Tuesday.
T. Quirk, Box 784 Master
A. S. Adams, Box 1313 Secretary
T. L. Hoyt, Box 784 Financier
- 6. PRIDE OF THE WEST; Desoto, Mo.**
Meets 1st and 3d Mondays at 1 P. M.
W. J. Edy Master
F. Parker Secretary
R. H. Lanhan Financier
- 7. POTOMAC; Washington, D. C.**
Meets Cor. 13½ and E St. N. W., 1st and 3d Thursdays at 1 P. M. sharp
J. B. May 477½ F. St. S. W. Master
W. C. Jasper, 493 Maryland ave, Baltimore, Md Secretary
E. B. Hunt, 86 Maryland ave., Baltimore, Md Financier
- 8. RED RIVER; Denison City, Texas.**
Meets 1st and 3d Saturdays at 2 P. M. and 2d and 4th Saturdays at 8 P. M. in K. of L. Hall.
O. Cox Master
D. T. Reece Secretary
C. Royce Financier
- 9. FRANKLIN; Columbus, Ohio.**
Meets 1st Monday and 3d Tuesday at 7:30 P. M.
W. J. Evans Master
C. C. Colt, 204 Baird St Secretary
J. D. Coffey, 122 N. 20th St. Financier
- 10. FOREST CITY; Cleveland, Ohio.**
Meet every other Sunday at 182 Ontario St., at 2 P. M.
J. Saunders, 58 Merchants' Ave Master
T. P. Smith, 31 Jessie St Secretary
A. H. Buse, 99 Professor St Financier
- 11. EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays at 2 P. M.
T. F. Ayers Master
C. W. Vannatta Secretary
J. W. Sinclair, L. Box 96 Financier
- 12. BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 188 Seneca St.
J. F. Hayes, 368 Seneca St Master
Wm. J. Bruman, 395 Swan St Secretary
A. L. Jacobs, 543 S. Division St Financier
- 13. WASHINGTON; Jersey City, N. J.**
Meet 4th Sunday at 10:30 A. M. in Masonic Hall.
J. Bruce Master
F. R. Degroff, 260 Communipaw avenue Secretary
C. A. Wilson, 147 Pacific Ave Financier
- 14. EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. over 34 Washington St., fourth floor.
E. Walters 236 S. West St Master
J. Sharken, L. B. & W. Shops Secretary
Wm. Hugo, 79 N. Noble St Financier
- 15. ST. LAWRENCE; Montreal, Canada.**
Meets alternate Sundays at 2:30 P. M.
T. Clark, 19 Conde St Master
E. Upton, 7 Burgeois St Secretary
T. A. Dickson, 72 Mullin St Financier
- 16. VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs Master
J. F. O'Reilly, 617 N. 5th St Secretary
C. A. Bennett, 707 N. 8th St Financier
- 17. OLD POST; Vincennes, Ind.**
Meets in K. of P. Hall, every Sunday at 2 P. M.
F. Esch, O. & M. Shops Master
C. Walters, Box 280 Secretary
W. H. Carter, O. & M. Shops Financier
- 18. WEST END; Slater, Mo.**
Meets every Saturday at 7:30 P. M.
E. H. Banard Master
G. W. Michel Secretary
G. W. Michel Financier
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:30 P. M.
A. Pollock, Box 8 Master
W. J. Patten, Box 8 Secretary
H. M. Johnson, Box 8 Financier
- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 P. M.
W. Zerwick, Box 252 Master
G. C. Wells, Box 117 Secretary
G. C. Wells, Box 117 Financier
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M. S. W. cor. Broadway and Carroll Sts.
A. Williams, 1540 Gratiot St Master
H. Blocker, 1822 Menard St Secretary
W. A. Murphy, 1500 Poplar St Financier
- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
M. Stillwell, L. Box 18 Master
L. L. Johnson, L. Box 111 Secretary
L. L. Johnson, L. Box 111 Financier
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Sundays.
J. Conlin Master
G. Watts Secretary
T. H. Williams, Box 37 Financier
- 24. GREAT WESTERN; Parsons, Kansas.**
Meet in K. of L. Hall every Wednesday at 2 P. M.
A. P. Fraker Master
C. T. Pfeffer Secretary
L. D. Harrington, Box 338 Financier
- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays.
W. H. Fuller, L. Box 814 Master
O. Dougherty Secretary
T. W. Smith, Box 686 Financier
- 26. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays at 7:30 P. M.
C. H. Williams, Jr., Box 954 Master
C. G. Simmons Secretary
S. W. Dixon, Box 1236 Financier
- 27. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d and 4th Sundays.
W. C. Byers, 332 F Ave. W Master
L. S. Getts Secretary
R. R. Graves, 594 2d St., West Financier
- 28. ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
W. S. Dolson, Box 827 Master
H. Bodine Secretary
W. Thompson Financier
- 29. CERRO GORDO; Mason City, Iowa.**
Meets S. E. cor. 2d and Commercial St.
P. A. Loveland, Box 638 Master
J. Fulton Secretary
A. H. Tucker Financier
- 30. CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
J. R. Miller Master
E. T. Gregory Secretary
R. A. Corson, Box 406 Financier
- 31. R. R. CENTRE; Atchison, Kansas.**
Meet cor. 3d and Commercial St., at 2 P. M.
T. E. Jordan, 218 N. 6th St Master
C. H. Salisbury, 103 N. Liberty St Secretary
F. W. Pausch, 1001 Commercial St. Financier
- 32. BORDER; Ellis, Kansas.**
J. Hardesty, Box 234 Master
T. McMahon, Box 230 Secretary
G. M. McClure, Box 205 Financier
- 33. SUCCESS; Trenton, Mo.**
Meets 1st and 3d Mondays at 2 P. M. and 2d and 4th Mondays at 7 P. M.
C. J. Snyder Master
R. Sugg Secretary
W. Eckerman Financier

- 34. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. Keith Master
F. A. Kinch, Box 381 Secretary
W. L. Smith, Box 1312 Financier
- 35. AMBOY; Amboy, Ill.**
Meets 1st and 3d Sundays at 3 P. M.
G. W. Baintner, Box 498 Master
J. F. Maloney, Box 389 Secretary
G. W. Baintner, Box 498 Financier
- 36. TIPPECANOE; Lafayette, Ind.**
Meets every Sunday at 2 P. M.
J. D. Wright, 49 Romie St Master
J. E. Crusey, 137 N. 8th St Secretary
W. H. Willoughby, 29 N. 3d St Financier
- 37. NEW HOPE; Centerville, Ill.**
Meets 1st and 3d Sundays at 2 P. M., in Engineer's Hall, Broadway, bet. Chestnut and Walnut.
J. M. Shepherd, Box 554 Master
W. D. Holton Secretary
C. H. Randall Financier
- 38. AVON; Stratford, Ontario.**
Meet in A. O. F. Hall 1st and 3d Sundays at 2 P. M.
E. A. Ball, Box 818 Master
J. F. Burke, Box 318 Secretary
G. Nursey, Box 818 Financier
- 39. TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M. in Engineer's Hall.
W. T. Clark, Box 874 Master
G. J. M. Colburn, Box 113 Secretary
G. J. M. Colburn, Box 113 Financier
- 40. BLOOMING; Bloomington, Ill.**
Meets 9:10 W. Chestnut st., every Tuesday evening, at 7:30 P. M.
E. Browning, 714½ W. Washington St. Master
W. Cavanaugh, 902 N. Lee St Secretary
W. Cavanaugh, 902 N. Lee St Financier
- 41. ONWARD; Dickinson, Dakota.**
Meets every Sunday at 7:30 P. M.
J. Taylor, Box 233, Maudan, Dak. Master
W. F. Cunningham Secretary
W. F. Cunningham, L. Box 215 Financier
- 42. ELMO; Madison, Wis.**
Meets 2d and 4th Sundays.
M. O'Loughlin, 607 W. Dayton St. Master
J. L. Cashen, 402 W. Wilson St. Secretary
W. D. Scampton, 911 W. Johnson St Financier
- 43. ST. JOSEPH; St. Joseph, Mo.**
Meets 2d and 4th Sundays at 2:30 P. M.
J. E. Shortell, 705 So. 10th St Master
J. Widner, 2314 So. Sixth St Secretary
J. Hyndman, 2216 S. 6th St Financier
- 44. F. W. ARNOLD; East St. Louis, Ill.**
Meets in Jackiesch Hall alternate Tuesdays, 7:30 P. M.
J. T. Sullivan, Box 116 Master
T. J. Hayes Secretary
J. Bisson, L. Box 38 Financier
- 45. ROSE CITY; Little Rock, Ark.**
Meets every Monday at 7:30 P. M.
W. N. Horton, 1701 W. 3d St. Master
H. H. Burrus, 1223 W. 4th St Secretary
T. A. Howell, 1704 W. 3d St Financier
- 46. CAPITAL; Springfield, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
M. Hogan, 208 N. 14th St Master
J. Shafer, 1209 So. 5th St Secretary
J. Summerhill, 1417 E. Munro St Financier
- 47. TRIUMPHANT; Chicago, Ill.**
Meet N. W. Cor. LaSalle and Adams St., Hall C, 1st Sunday at 2 P. M. and 3d Saturday at 7:30 P. M.
W. H. Giff, 263 Maxwell Ave Master
H. Schilling, 3247 Dearborn St. Secretary
E. J. McGuirk, 3 E Washington St Financier
- 48. W. F. HYNES; Peoria, Ill.**
Meet at 105 S. Adams St. 1st and 3d Sundays at 2 P. M.
W. Baugh, T. P. & W. Engine House Master
W. A. McMillan, P. P. & M. R. R. Shops, Secretary
G. C. Watt, 617 1st St Financier
- 49. J. M. RAYMOND; Decatur, Ill.**
Meet Cor. R. R. Ave. and Eldorado St. every Sunday at 3 P. M.
H. F. Davis, 543 N. Morgan St. Master
L. Litterer, 410 Mason St Secretary
L. Miesse, 1021 E. Eldorado St. Financier
- 50. GARDEN CITY; Chicago, Ill.**
Meet Cor. 7th and State Sts. 1st and 3d Saturdays at 3 P. M.
H. W. Rouscup, 5624 Wentworth Ave. Master
J. J. Coffey, 4142 Wentworth Ave Secretary
T. P. Adams, 4603 Dearborn St. Financier
- 51. FRISCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Masonic Hall.
G. W. Salsman Master
E. A. Bush, Box 291 Secretary
G. E. Dillard, Box 264 Financier
- 52. GOOD WILL; Logansport, Ind.**
Meet Cor. 12th and Spear Sts. Sundays at 2 P. M.
S. W. Shaver Master
W. H. Green, L. Box 626 Secretary
E. H. Laing, L. Box 626 Financier
- 53. EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays at 2:30 P. M., in A. O. U. W. Hall.
J. Turnpaugh Master
W. Gilpin, Box 1426 Secretary
J. Gallagher, Box 1172 Financier
- 54. ANCHOR; Moberly, Mo.**
Meet in Supplies' Hall every Tuesday at 7:30 P. M.
W. P. Carlisle, Box 802 Master
L. T. Burton, Box 785 Secretary
R. A. Blades, L. Box 1474 Financier
- 55. BLUFF CITY; Memphis, Tenn.**
Meet 2d and 4th Thursday nights Cor. 2d and Adams Sts.
T. Fox, L. & N. Shops Master
M. J. Cody, L. & N. Shops Secretary
W. A. Ashley, L. & N. Shops Financier
- 56. BANNER; Stansberry, Mo.**
Meets every Saturday at 7 P. M.
J. J. Smith Master
S. A. Briggs Secretary
W. E. Baldwin, L. Box 400 Financier
- 57. BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays at 10 A. M.
F. A. Bushnell, N. Y. & N. E. Round House, S. Boston, Mass. Master
R. P. Jones, 197 Summer St., E. Boston. Secretary
A. W. Spurr, Henderson House, Hammond St. Financier
- 58. SACRAMENTO; Rocklin, Cal.**
Meet every Sunday at 2 P. M. in Masonic Hall.
L. G. Jeardeau Master
J. P. Clark, Box 68 Secretary
G. W. Culver Financier
- 59. ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday night.
M. Zumbum Master
H. L. Foster Secretary
W. Henthorn Financier
- 60. UNITED; Philadelphia, Pa.**
Meet at 2204 Marshall St. alternate Sundays at 9:30 A. M.
T. Jeffries, 307 Diamond St Master
J. A. Minges, 1714 W. Front St Secretary
J. Shepherd, 2510 Alder St Financier
- 61. MINNEHAMA; St. Paul, Minn.**
Meets 2d and 4th Sundays at 3 P. M.
L. Sharpless, Jr., 682 Armstrong st. Master
F. Maher, 221 Penn ave Secretary
F. E. LeClaire, 198 Granite St. Financier
- 62. VANBERGEN; Carbondale, Pa.**
Meet at Odd Fellows' Hall, Cor. Church and Raftery Sts., 2d and 4th Sundays at 3 P. M.
A. W. Bailey Master
T. McCauley Secretary
O. E. Histed, L. Box 733 Financier

- 63. HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
S. D. Moore, Box 1262 Master
S. Smith, Box 772 Secretary
E. C. Partlow, Box 927 Financier
- 64. SIOUX; Sioux City, Iowa.**
Meets cor 4th and Douglas Sts 2d and 4th Sundays.
G. M. Martin, Box 298 Master
Jos. Coyle, Box 466 Secretary
G. M. Martin, Box 298 Financier
- 65. FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 348 Master
H. H. Richardson Secretary
J. Debar Financier
- 66. CHALLENGE; Belleville, Ontario.**
Meet 2d and 4th Sundays at 2:30 P. M. at 223 Station St.
J. Muir, G. T. Ry Master
C. Spry, G. T. Ry Secretary
J. Logue, Box 10, Bellville Sta., Ontario. Financier
- 67. DOMINION; Toronto, Canada.**
Meet in Occident Hall 1st and 3d Sundays at 2:30 P. M.
R. Reid, 31 Leonard ave Master
W. C. Farrance, 68 Dennison ave Secretary
J. Pratt, 78 Huron St Financier
- 68. EAU CLAIRE; Eau Claire, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
J. L. Hafer Master
C. H. Dexter, Box 43, Altoona, Wis Secretary
J. B. Hawley Financier
- 69. ISLAND CITY; Brockville, Ontario.**
Meet alternate Thursdays at 7:30 P. M. King St., over Barnes' Dry Goods Store.
F. W. Barr Master
W. H. Parsley Secretary
T. Shields, Box 558 Financier
- 70. LONE STAR; Longview, Texas.**
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. P. Wesley, L. Box 411 Master
I. H. Stout, L. Box 411 Secretary
O. P. Cuberly, L. Box 411 Financier
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meet 2d and 4th Sundays at 7 P. M. at B. of L. E. Hall.
C. C. Bunker, Box 672 Master
J. E. Ryan, Box 637 Secretary
P. Stillwell, Box 656 Financier
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays at 2 P. M.
W. Wiggins, 45 Cooper St Master
H. Harris, 630 S. 4th St Secretary
J. Gibbs, Collinswood, N. J Financier
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 1 P. M.
J. Crawford, 6 Salem St Master
E. Cudworth, 43 Cutter St Secretary
G. F. Newton, 6 Riley St Financier
- 74. KANSAS CITY; Kansas City, Mo.**
Meet at 1215 N. 9th St. alternate Mondays at 7:30
J. Spencer Master
J. Leonard Secretary
H. Howard Financier
- 75. ENTERPRISE; Philadelphia, Pa.**
Meet N. E. Cor. 39th and Market Sts. alternate Sundays at 1 P. M.
A. S. Groff, 126 N 32d St Master
H. Walton, 4080 Spring Garden St Secretary
F. Dupell, 743 N. 37th St Financier
- 76. NEW ERA; Barnesville, Minn.**
Meets 2d and 4th Sundays at 2 P. M.
J. Myler Master
J. M. Glasby, Box 26 Secretary
J. M. Hamm Financier
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M., in B. of L. F. Hall, 375 Larimer st.
C. L. Heller, 230 27th St Master
W. F. Brundage, 292½ Larimer St Secretary
O. W. Richardson, Box 2472 Financier
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets 1st and 3d Saturdays at 7:30, in K. P. hall.
M. Dolan Master
C. W. Goodwin, 620 Summit St Secretary
W. Holcroft, 907 E. 5th St Financier
- 79. J. M. DODGE; Roodhouse, Ill.**
Meet in B. of L. E. Hall 2d and 4th Sundays and 1st and 3d Mondays.
R. Carroll Master
W. E. S. Gibson, Box 1134 Secretary
J. Hyndman Financier
- 80. SELF HELP; Aurora, Ill.**
Meets over Nos. 8 and 10 Broadway.
W. B. Bitter Master
D. C. Nord Secretary
G. Goding, Box 252 Financier
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
H. Barnes Master
W. J. Bain, Box 1856 Secretary
W. F. Ripson, Box 1827 Financier
- 82. NORTHWESTERN; Minneapolis, Minn.**
Meet Cor. Nicollet Ave. and 3d St. 1st Saturday at 7:30 P. M. and 3d Sunday at 2 P. M.
F. K. Holl, 1301 2d St. So Master
W. T. Nichel, 1819 3d Ave. N Secretary
W. E. Richmond, 820 N. Girard Ave Financier
- 83. TRINITY; Fort Worth, Texas.**
Meets every Friday at 8 P. M.
J. G. Nash, L. Box 406 Master
P. J. Kitson, Box 406 Secretary
I. M. Dean, Box 406 Financier
- 84. CALHOUN; Battle Creek, Mich.**
Meets 1st Monday at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Engineers' Hall.
W. Buckley, Box 382 Master
D. Coughlin, Box 717 Secretary
T. W. Taylor, Box 1800 Financier
- 85. FARGO; Fargo, Dakota.**
Meet Cor. Robert and Second Aves. 2d and 4th Sundays at 2 P. M.
E. Jamison Master
R. Roggeveen, L. Box 1028 Secretary
A. Bassett, Box 1796 Financier
- 86. BLACK HILLS; Laramie City, Wyoming.**
Meet at 7:30 P. M. Friday evening in K. L. Hall.
F. E. Roffee, Box 165 Master
S. N. Nare, L. Box 165 Secretary
J. M. Costin, Box 165 Financier
- 87. SUMMIT; Rawlins, Wyoming.**
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measurer Master
J. Doherty Secretary
G. Jordan Financier
- 88. MORNING STAR; Evanston, Wyoming.**
Meets every Sunday at 2:30 P. M. in I. O. O. F. Hall.
A. Payne, Box 109 Master
H. N. Bodine Secretary
H. Honn Financier
- 89. SILVER STATE; Carlin, Nevada.**
Meets Tuesday ev'ngs in Firemen and Engr's hall
W. R. Capell Master
Wm. TenEyck Secretary
B. F. Rondebush Financier
- 90. SAN DIEGO; National City, Cal.**
Meets 2d and 4th Sundays in Drango's Hall at 2 P. M.
R. V. Dodge, Box 317, San Diego Master
J. M. Dodge, Box 317, San Diego Secretary
M. L. Cole, National City, Cal Financier
- 91. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 7 P. M. and 3d Sunday at 11 A. M., Cor. Valentine and 16th Sts.
J. Hewitt, S. P. R. R. Shops Master
W. G. Bradshaw, 2351 16th St Secretary
W. G. Bradshaw, 2351 16th St Financier

92. **FRONTIER CITY; Oswego, N. Y.**
Meets 2d and 4th Sundays at 2 P. M., in Ontario & Western Passenger Depot.
J. Terrott, 59 E. Ninth St. Master
G. E. McCathron, 224 W. 8th St. Secretary
S. C. Forsyth, 186 W. Utica St. Financier
93. **GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
H. Schwartz, 1013 Bank St. Master
M. L. Ebersol, 1213 Bank St. Secretary
J. H. Carter, 507 Main St. Financier
94. **CACTUS; Tucson, Arizona.**
Meet Cor. Pennington and Tool Ave. 1st and 3d Tuesdays at 7 P. M.
J. C. Stout, Box 218 Master
A. W. McQueen, Box 21b Secretary
C. W. Wilcox, Box 218 Financier
95. **CHICAGO; Chicago, Ill.**
Meet 1st Tuesday and 3d Friday at 7:30 P. M. and last Sunday at 9:30 A. M. at 237 Milwaukee Ave.
J. F. Cantlon, 142 Front St. Master
C. F. Jackson, 182 N. May St. Secretary
C. A. Miller, 643 N. Robey St. Financier
96. **ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays, in Engineer's hall, Main St., bet. 12th and 18th sts.
J. A. Workman, Box 685 Master
W. S. Hamilton, Box 226 Secretary
W. M. Hamilton, Box 266 Financier
97. **ORANGE GROVE; Los Angeles, Cal.**
Meets the 1st, 10th and 20th at 2 P. M.
H. C. Hall, Box 72 Master
W. P. Styles, Box 72 Secretary
F. C. Bishop, Box 72 Financier
98. **PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday.
E. J. Coker Master
F. J. Turner Secretary
A. Ludlam, Wells, Nev. Financier
99. **ROCHESTER; Rochester, N. Y.**
Meets 2d and 4th Wednesdays at 8 P. M.
J. W. Millman, 6 Hubbell Park Master
D. C. Frost, 495 E. Main St. Secretary
G. Kingsley, 22 Upton Park Financier
100. **ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
W. Allsop Master
J. H. Fenwick Secretary
J. H. Fenwick Financier
101. **ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Engineer's Hall.
M. Degnan, Box 401 Master
F. A. Neely, Box 478 Secretary
J. F. Bryan, L. Box 319 Financier
102. **CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M., S. E. cor. Sycamore and Sixth St.
J. W. Combs, 1321 Buchanan St. Master
C. M. Krull, Box 65 Secretary
F. S. Payne, 511 Southeast 7th St. Financier
103. **FALLS CITY; Louisville, Ky.**
Meet every Thursday at 2 P. M., S. E. cor. 10th and Walnut Sts., in Calgan's Hall.
C. Carroll, 1207 Churchill St. Master
J. M. Burnett, 1206 Zane St. Secretary
J. J. Lawson, 1329 Madison St. Financier
104. **"OLD KENTUCKY;" Ludlow, Ky.**
Meet at I. O. O. F. Hall 1st and 3d Thursdays at 7 P. M.
J. Doran Master
W. E. Farley Secretary
M. J. Connelly, Box 3 Financier
105. **PROGRESS; Galesburg, Ill.**
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M. in Engineers' Hall, N. side Main St.
S. D. Lowe, 716 So. Chambers St. Master
C. G. Nelson, 522 N. Seminary St. Secretary
J. L. Weeks, 436 So. Academy St. Financier
106. **KEY CITY; Dubuque, Iowa.**
Meets over the C., M. & St. P. Depot 2d and 4th Sundays at 7:15 P. M.
D. Schaffner, 1974 Jackson St. Master
P. Raine, 2318 Washington St. Secretary
J. P. Sandry, 142 High St. Financier
107. **ECLIPSE; Gallon, Ohio.**
Meets every Thursday at 7:30 P. M. in B. L. E. Hall, cor. W. Main St. and Public Square.
J. T. Mitchell Master
E. W. Armor, Box 701 Secretary
J. A. Farnworth, Box 283 Financier
108. **PIONEER; Chama, New Mexico.**
Meet in D. & R. G. Passenger Depot every Wednesday at 7:30 P. M.
H. Berndt, Box 17 Master
W. Gordon, Box 20 Secretary
J. C. McCabe, Box 8 Financier
109. **PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays at 7:30 P. M.
C. E. Amos Master
W. M. White, 710 S. Broadway Secretary
J. L. Pate, 2113 Rutger St. Financier
110. **OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield Sts.
J. R. Gordon, L. Box 235 Master
A. J. Craft Secretary
E. Stauffer Financier
111. **BEACON; Mattoon, Ill.**
Meets in B. L. E. Hall every Tuesdays at 7:30 P. M.
R. W. O'Brien, Box 45 Master
M. J. Heffernan Secretary
C. J. Singleton, Box 50 Financier
112. **EVENING STAR; Mt. Vernon, Ill.**
Meet 1st and 3d Sundays at 8:30 P. M. in Masonic Hall.
S. R. Wild Master
J. C. Branham Secretary
J. C. Branham Financier
113. **CLARK-KIMBALL; Eagle Rock, Idaho.**
Meets every Thursday at 7:30 P. M. in Engineer's Hall.
G. L. Oram, Box 41 Master
L. S. Harris, Box 41 Secretary
T. Moore, Box 41 Financier
114. **MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M.
J. A. Maxwell, Box 130 Master
J. B. Lilly Secretary
W. S. McGuire, Box 408 Financier
115. **GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays.
H. L. Briggs, 564 E. Church St. Master
J. Killen, Post Office St, near 36th Secretary
W. Powell, Northeast Corner 39th St. and Broadway Financier
116. **ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays.
M. D. Anderson Master
W. Dingwall, Box 660, Port Huron, Mich. Secretary
O. Blodgett Financier
117. **BEAVER; London, Ontario.**
Meets 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.
R. Hornsby, 146 Clarence St. Master
R. Lister, 315 Grey St. Secretary
S. T. Fletcher, 221 Matland St. Financier
118. **STAR OF THE EAST; Richmond, Quebec.**
Meets in Pierson's Hall Wednesdays at 7:30 P. M.
J. Kelly, Richmond Station Master
G. A. Pearson, Richmond Station Secretary
J. Damant, Richmond Station Financier
119. **COLONIAL; River du Loup, Quebec.**
Meets every Wednesday at 8 P. M.
G. Findlay, Hadlow Cove, S. Quebec Master
L. D. Poulin, I. C. Ry. Station Secretary
W. Carmichael, I. C. Ry. Sta Financier

- 130. FORTUNE; Syracuse, N. Y.**
Meet every Tuesday at 7:30 P. M. in C. M. B. A. Hall.
E. F. McNulty, 2 Wall St. Master
W. B. Church, 2 Grace St. Secretary
G. L. Rousson, 58 Gertrude St. Financier
- 131. FELLOWSHIP; Corning, N. Y.**
Meet 1st and 3d Sundays at 3 P. M. in K. of H. Hall
J. L. Krebs Master
F. E. Haumer Secretary
G. R. Quick, L. Box 232 Financier
- 132. H. B. STONE; Beardstown, Ill.**
Meets at 25 Federal St., over Manning & McKeown's Drug Store, every Tuesday at 7:30 P. M.
D. A. Sherman, Box 148 Master
H. Henson, Box 397 Secretary
J. W. Flickwir, Box 31 Financier
- 133. OVERLAND; Omaha, Neb.**
Meets every Wednesday at 7 P. M.
L. H. Winslow, 315 N. 14th St. Master
C. D. Sperry, 1116 S. 6th St. Secretary
James B. Fair, 912 So 12th St. Financier
- 134. PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays.
H. Draper Master
T. Quinn, Box 585 Secretary
H. A. Draper Financier
- 135. GUIDE; Marshalltown, Iowa.**
Meets 2d and 4th Sundays at 1:30 P. M.
J. M. Speers Master
F. G. Stewart Secretary
M. Kelleher Financier
- 136. COMET; Austin, Minn.**
Meet at 102 Main St. 2d and 4th Sundays at 3 P. M.
P. F. McNamara Master
F. A. Fairbanks Secretary
P. M. Chambers Financier
- 137. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets 1st Wednesday and 3d Sunday.
J. F. Marshall, C. P. R. shops Master
J. Barnes, 184 Ross St. Secretary
J. G. Jonah, 228 McWilliams St. Financier
- 138. LANDMARK; Glendive, Montana.**
Meets 1st and 3d Sundays at 2 P. M.
J. W. Clayton, Box 24 Master
T. J. Pollard, Box 55 Secretary
W. Jones, Box 55 Financier
- 139. MINERAL KING; Escanaba, Mich.**
Meet 2d and 4th Sundays at 2 P. M. in B. of L. E. Hall.
R. E. Gorham, Box 422 Master
T. Faulkes Secretary
J. S. Rogers, Box 601 Financier
- 140. GUIDING STAR; Milwaukee, Wis.**
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAuliff, West Milwaukee Master
G. C. Thomas, 398 Florida St. Secretary
H. L. Nichols 344 VanBuren St. Financier
- 141. GOLDEN RULE; Stevens Point, Wis.**
Meet in Redfield's Hall 2d and 4th Sundays at 2:30 P. M. and 1st and 3d Fridays at 7 P. M.
M. J. Moore Master
W. S. Collins Secretary
W. S. Collins Financier
- 142. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meet in Howell's Hall, Broadway, Depot Block, 1st and 3d Sundays at 2:30 P. M.
J. H. Howell, Box 7 Master
L. V. Roberts, Box 318 Secretary
W. J. Coleman, Box 7 Financier
- 143. SPRAGUE; Sprague, Washington Ty.**
Meets in Masonic hall, 2d and 4th Sundays.
J. Miller Master
M. E. Montgomery Secretary
H. C. Swain, Box 97 Financier
- 144. EASTMAN; Farnham, Quebec.**
Meets 2d Mondays at 8 P. M. and 4th Sundays at 9 P. M.
H. E. Rodgers Master
H. E. Cowan Secretary
E. W. Gibson, Farnham, Que. Financier
- 135. NEW YEAR; El Paso, Texas.**
Meet in B. of L. F. Hall every Tuesday at 7 P. M.
H. S. Shepherd, L. Box 184 Master
G. M. Lewis, L. Box 184 Secretary
A. Hoffman, L. Box 184 Financier
- 136. J. SCOTT; Port Hope, Ontario.**
Meet north side Wilton St., two doors west of Mechanic Institute, alternate Sundays at 2 P. M.
T. A. Pratt, Box 166 Master
J. McMahon, Box 166 Secretary
R. M. Johnson, Box 166 Financier
- 137. PROTECTION; Eldon, Iowa.**
Meets 2d and 4th Mondays.
W. T. Brown Master
J. Hull Secretary
L. C. Allen Financier
- 138. UNION; Freeport, Ill.**
Meet in A. O. V. F. Hall 2d and 4th Sundays at 2 P. M.
J. Flack, Box 1301 Master
S. Shaughnessy, Box 1489 Secretary
H. Stow, Box 1287 Financier
- 139. MT. WHITNEY; Tulare, Cal.**
Meets every Sunday at 2 P. M.
P. A. Murray Master
J. J. Norton Secretary
W. M. Cole, L. Box 242 Financier
- 140. MOUNT OURAY; Salida, Colo.**
Meets every Monday at 7:30 P. M., in Masonic Hall.
R. S. Chain, L. Box 599 Master
J. L. West, Box 39 Secretary
C. Marman, L. Box 599 Financier
- 141. A. G. PORTER; Fort Wayne, Ind.**
Meet at 140 Calhoun St. every Wednesday at 7:30 P. M.
J. C. Short, 5 Pearl St. Master
A. J. Kohler, 34 Allen St. Secretary
W. R. Frederick, 415 Lafayette St. Financier
- 142. C. R. WHIPPLE; Toledo, Ohio.**
Meets 1st and 3d Sundays and 2d Wednesday, over 315 Broadway.
J. M. Gorman, 40 Middle St. Master
L. H. Heeman, 130 Seagur St. Secretary
G. W. Nesper, 420 Broadway Financier
- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
J. M. White, 1714 Lincoln St. Master
G. W. Randall, 817 E 18th St., E Oakland, Secretary
F. S. Small, 914 Wood St. Financier
- 144. SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st Saturday at 8 P. M. and 3d Sunday at 1 P. M. in Patterson's Hall, I. C. R. Depot.
W. Bastin, Box 459 Master
F. Matherson, Box 448 Secretary
W. Bastin, Box 459 Financier
- 145. DAVY CROCKETT; San Antonio, Texas.**
Meet in K. P. Hall every Thursday at 2 P. M.
J. Sullivan, 1110 Ave. D. Master
H. M. Brown, 818 Ave. D. Secretary
H. M. Brown, 818 Ave. D. Financier
- 146. BAYOU CITY; Houston, Texas.**
L. McAuliff, 52 Houston Ave. Master
H. H. Daniels, T. & N. O. Shops Secretary
M. D. Homan, 27 Providence St. Financier
- 147. MIDLAND; Temple, Texas.**
Meet in K. P. Hall every Sunday at 3 P. M.
W. R. Sherwood Master
T. J. Robbins Secretary
P. E. Corcoran Financier
- 148. SUNNY SOUTH; Tyler, Texas.**
Meets every Friday at 7:30 P. M.
J. Taaff Master
E. E. Smith Secretary
B. Cooney Financier
- 149. JUST IN TIME; New York, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 50th street.
G. Ford, 508 W. 125th St. Master
A. VanTassel, 820 Greenwich St. Secretary
W. J. McColl, 952 6th Ave. Financier

- 150. S. M. STEVENS; Marquette, Mich.**
Meets 2d and 4th Sundays at 2 P. M., cor. Wash-
ington and 3d sts. Master
L. L. Hood, L. Box 217 Secretary
L. Loftus Financier
L. L. Hood, L. Box 217
- 151. MAPLE LEAF; Hamilton, Ontario.**
Meet Cor. James and King William Sts. 1st and 3d
Sundays at 2:30 P. M. Master
T. McHattie, 13 Mill St Secretary
S. Roberts, 28 Locomotive St Financier
H. R. Hall, 63 Locomotive St
- 152. DUNLAP; Wells, Minn.**
Meets every Sunday at 3 P. M.
C. Ellingson, Box 60 Master
R. G. McCoy Secretary
W. A. Searles Financier
- 153. H. C. LORD; Fort Scott, Kansas.**
Meets in I. O. O. F. Hall on Scott ave 1st and 3d
Sundays at 3 P. M. Master
G. K. Bates, Box 310 Secretary
J. J. Lynch Financier
H. L. Wright, Box 89
- 154. McKEEN; Ottawa, Kansas.**
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M.
H. H. Kelly Master
E. Wall Secretary
G. L. Northrup Financier
- 155. TEXAS BELLE; Greenville, Texas.**
Meets every Friday at 7:30 P. M.
J. W. Corn, L. Box 164 Master
E. H. Sims, L. Box 164 Secretary
L. Ryan, L. Box 92 Financier
- 156. NECHES; Palestine, Texas.**
Meets every Saturday at 7:30 P. M.
H. M. Jones, Box 256 Master
C. H. Marshall, Box 256 Secretary
E. Wilcox, Box 256 Financier
- 157. ECHO; Peru, Ind.**
Meets 1st and 2d Sundays at 2 P. M. and 3d and
4th Thursdays at 7 P. M., over Geves' Drug
store on Broadway.
S. McFarland Master
H. Loughran Secretary
Thos. H. Wade, Box 388 Financier
- 158. STANDARD; Detroit, Mich.**
Meets 2d and 4th Sundays at 2:30 P. M., at No. 47
Monroe ave., up stairs.
F. Broughton Master
E. Heidenrich, 124 Hastings St. Secretary
J. Nopper, Adrian, Mich Financier
- 159. W. H. THOMAS; Nashville, Tenn.**
Meets every Saturday at 7:30 P. M., cor. Union
and Summer sts. Master
D. M. Hill, Box 85 Secretary
C. R. Gross, Box 55 Financier
F. W. Wisharr
- 160. C. J. HEPBURN; Evansville, Ind.**
Meets 2d and 4th Sundays at 2 P. M.
W. J. Torrance, 413 William St Master
W. Winder, 1206 Walnut St Secretary
A. J. Warner, 710 Upper 5th St Financier
- 161. HERALD; Burlington, Iowa.**
A. L. Crew, 218 South St Master
C. E. Turner, 880 Valley and Broadway
Sts Secretary
J. D. Hawksworth, 2003 Madison St. Financier
- 162. PROSPECT; Elkhart, Ind.**
Meet 5th Main St. 1st Sunday at 2 P. M. and every
Wednesday at 7 P. M. Master
C. E. Wear Secretary
W. Pringley Financier
P. A. Hamilton
- 163. ETNA; Pine Bluff, Ark.**
Meets every Friday at 7 P. M., in Masonic Hall.
J. J. Meehan, L. Box 56 Master
D. B. Rathfon Secretary
D. Hope, L. Box 56 Financier
- 164. EEL RIVER; Butler, Ind.**
Meets in I. O. O. F. Hall, on Broadway.
A. J. Laughran, Box 120 Master
W. H. Weber, Box 324 Secretary
J. Derck, Box 202 Financier
- 165. ROBERT ANDREWS; Andrews, Ind.**
Meets every Sunday at 2 P. M.
H. Hines Master
W. H. Daily Secretary
W. H. Willets Financier
- 166. WM. HUGO; Huntington, Ind.**
J. R. Dickinson, Box 682 Master
C. Butler, Box 651 Secretary
C. E. Wyman, Box 499 Financier
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meet at I. O. O. F. Hall every Monday at 7 P. M.
J. Nickle Master
J. C. Christian Secretary
G. M. Thompson Financier
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays and 2d and 4th Mon-
days at 7:30 P. M.
S. W. Greene, Box 355, Portage City, Wis. Master
G. Hiscoc, 713 Caledonia St Secretary
W. Karch, Box 354, Portage City, Wis. Financier
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets at Washington Hall, Arcade Building,
Broad St.
D. F. Potter Master
J. E. Beach, Box 910 Secretary
A. H. Spencer, Box 1025, Hornellsville,
N. Y. Financier
- 170. PRAIRIE; Huron, Dakota.**
Meets 2d and 4th Sundays at 3 P. M.
S. P. Malone Master
D. Bartlett, Box 36 Secretary
E. Bonsteel Financier
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets 2d and 4th Thursdays.
F. Geddes Master
T. Fitzgerald, 237 Campbell Road, Rich-
mond, Halifax Secretary
F. M. White Financier
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays at 2 P. M. in Manchester
Block.
J. Wilson, 140 Queen St. West Master
J. Smith, 672 Wellington St. Secretary
J. S. Ferguson, Rochesterville P. O.,
Ottawa, Ont. Financier
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday evening.
O. J. Sandford Master
F. M. Armstrong, L. Box 44 Secretary
A. C. Seely, Williams, Arizona Financier
- 174. HARRISBURG; Harrisburg, Pa.**
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
W. C. Taylor, 1506 N. 5th St Master
H. O. Motter, 1537 Ridge Road Secretary
H. McNeal, 1208 Sixth St Financier
- 175. TAYLOR; Newark, Ohio.**
Meet in P. O. S. of A. Hall 1st and 3d Tuesdays at
7 P. M.
R. C. Beall, Box C Master
J. Adkins, Box C Secretary
J. Adkins, Box C Financier
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
W. F. Gorman, Box 295 Master
A. G. Turlay, Box 41 Secretary
C. H. Porter, Box 41 Financier
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7 P. M.
J. Fink Master
E. Chapman, 151 Clarence St. Secretary
W. Kane, Box 184 Financier
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets over Desert National Bank, cor. 1st and
Main Sts., every Saturday at 7:30 P. M.
J. C. Duntion, Box 588 Master
E. W. Foote, 76 W. 5th St. Secretary
P. T. Tibbs, 146 S. 3d W. St. Financier
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays at 3 P. M.
J. Robinson, 748 N. 10th St Master
J. E. Gardner, Corner 9th and U St Secretary
L. Ream, 834 R St Financier

- 180. THREE STATES; Cairo, Ill.**
Meets every Sundays at 2:30 P. M.
M. S. Egan Master
Jno. Grundy Secretary
C. Hewitt, C. V. & C. R. R. Financier
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
J. Caudle Master
D. J. Nicoll Secretary
Jas. Nicholson Financier
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall,
Pearl St.
T. F. Judge, 18 Hickory st Master
G. W. Welsh, 17th and Hickory Sts Secretary
G. W. Miller, 229 W. 22d St Financier
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets every Tuesday at 1:30 P. M., in Engineer's
Hall.
J. M. Gaines, Box 152 Master
C. R. Bosworth, Box 157 Secretary
E. B. Hall, Box 250 Financier
- 184. LIMA; Lima, Ohio.**
Meet at 1 P. M. 2d and 4th Sundays, in Fitz' Block
Third Floor.
P. A. Branson, Box 868 Master
E. L. Melhorn Secretary
C. M. Hufty Financier
- 185. FIDELITY; Delphos, Ohio.**
Meets every Sunday at 2 P. M.
W. Van Gelsen, Box 87 Master
J. Kuhns Secretary
H. Prillman Financier
- 186. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 3834 State St., 1st and 3d
Sundays at 2 P. M.
T. J. Scanlon, 3701 Wentworth Ave. Master
W. H. Smith, 4228 Wentworth Ave. Secretary
G. H. Mitchell, 2245 Wentworth Ave. Financier
- 187. LITTLE GIANT; Charleston, Ill.**
Meets 1st and 3d Sundays at 2:30 P. M.
J. Tralmor Master
H. T. Lyons Secretary
L. H. Linn, Box 402 Financier
- 188. S. S. MERRILL; Chicago, Ill.**
Meet 786 W. Lake St. 2d and 4th Sundays at 2:30
P. M.
J. K. Doherty, 156 Northwestern Ave. Master
E. P. Tobias, 975 W. Lake St. Secretary
H. Price, 1019 A Fulton St. Financier
- 189. BALDWIN; Ft. Howard, Wis.**
Meet in Nau's Block, Green Bay, Wis., every
Sunday at 3 P. M.
I. R. Johnson, Box 215 Master
R. H. Thompson Secretary
H. C. Bennet, L. Box 67 Financier
- 190. FERGUSON; Mitchell, Dakota.**
Meets 1st and 3d Sundays.
W. M. Smith Master
W. S. Crandell, Box 84 Secretary
D. C. Lewis Financier
- 191. CUSTER; Livingston, Montana.**
Meets every Wednesday at 7 P. M.
J. S. Foley, L. Box 16 Master
W. O'Neill Secretary
W. T. Field, L. Box 16 Financier
- 192. MT. TACOMA; New Tacoma, Washington Ty.**
Meets 2d and 4th Sundays.
C. W. Tullis Master
A. Geary, Box 526 Secretary
F. H. Andrews Financier
- 193. J. B. MAYNARD; Albina, Oregon.**
Meets 2d and 4th Sundays at 2:30 P. M.
D. J. Byrns, Box 287, East Portland, Oregon. Master
H. W. Ingalls Secretary
H. W. Hall, Box 287, East Portland,
Oregon Financier
- 194. BONANZA; Missoula, Montana.**
Meets 1st and 3d Sundays.
J. P. Case, L. Box 34 Master
J. A. Foster, L. Box 34 Secretary
W. E. Watson, L. Box 34 Financier
- 195. RE-ECHO; Shoshone, Idaho.**
Meet Cor. Post and Green Sts. every Sunday at 3
J. H. Woffington Master
J. Becker Secretary
D. Hill Financier
- 196. CLOUD CITY; Leadville, Colo.**
Meet in Haven & Beman's Block every Friday at
7:30 P. M.
E. G. Haskins, Box 530 Master
L. C. Cooper, Box 330 Secretary
W. H. Joyner, Box 330 Financier
- 197. RIVERSIDE; Savanna, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
W. S. Griffith, L. Box N. Master
C. Latham, Box 446 Secretary
C. Latham, Box 446, Savanna, Ill. Financier
- 198. MAPLE CITY; Norwalk, Ohio.**
Meets in K. P. Hall 1st and 3d Sundays at 2 P. M.
L. R. Sherman Master
J. E. Houghton Secretary
T. H. Sheppard Financier
- 199. MAHONING; Youngstown, Ohio.**
J. H. Mulvey, 513 Burnett St. Master
D. Heinzelman, 313 Henrietta St. Secretary
D. Heinzelman, 313 Henrietta St. Financier
- 200. GREAT SOUTHERN; Meridian, Miss.**
Meets on Front St., every Monday at 7:30 A. M.
D. McBee Master
L. H. Stanton Secretary
R. E. Stack, Box 463 Financier
- 201. FRIENDLY HAND; Jackson, Tenn.**
Meets 1st Wednesday and 3d Thursday at 7 P. M.
T. G. Emmons Master
D. W. Shea Secretary
J. D. Bledsoe Financier
- 202. SCIOTO; Chillicothe, Ohio.**
Meets 1st Sunday afternoon and 3d Monday even-
ing.
R. Basin, Box 1231 Master
A. E. Maunsell, Box 1231 Secretary
S. A. Barker, Box 1231 Financier
- 203. GARFIELD; Garrett, Ind.**
Meets every Friday at 7 P. M.
W. F. Moughler, Box 244 Master
W. A. Ried Secretary
H. Bradford, Box 116 Financier
- 204. MONTEZUMA; Las Vegas, New Mexico.**
Meets every Thursday at 7:30 P. M.
W. H. Barber, Box 45 Master
A. J. Armagost, Box 482 Secretary
J. C. Sharp, care A., T. & S. F. offices Financier
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays in A. O. U. W. hall.
G. Atherton, 53 So. Kline St. Master
H. A. Seelinger, 146 Jefferson St. Secretary
J. R. Musselman, 79 Chandler St. Financier
- 206. BLACK DIAMOND; Conneaut, Ohio.**
Meets 1st and 3d Wednesdays at 7 P. M.
G. M. Jones Master
H. Byron Secretary
O. E. Work Financier
- 207. LOYAL; Meadville, Pa.**
Meets 2d and 4th Wednesdays.
T. S. Taylor Master
W. B. Delo Secretary
F. A. Law Financier
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in Doran's Block, Main st., alternate Tues-
days and Saturdays.
C. A. Allen Master
J. J. Lannan, Box 131 Secretary
C. Anderson, Box 337 Financier
- 209. SARATOGA; Whitehall, N. Y.**
Meet in Arked Building.
T. Dorcal Master
I. J. Lortie Secretary
W. R. Combs Financier
- 210. 18-K; Schenectady, N. Y.**
Meets 1st and 3d Mondays at 7:30 P. M.
J. E. VanVranken, Box 497 Master
W. Goggins, Box 497 Secretary
T. Smith, Box 497 Financier

- 211. ONOKO; South Easton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
G. Zehnder, 212 12th St. Master
S. F. Milheim, 436 Center St. Secretary
A. J. Mickley, 627 Berwick St. Financier
- 212. EMPIRE; Watertown, N. Y.**
Meets 2d Monday at 7 P. M. and 4th Sunday at 2 P. M., in Good Templar's Hall, Public Square.
C. T. West, 55 Prospect St. Master
T. H. Lynch, 52 Stone St. Secretary
T. H. Lynch, 52 Stone St. Financier
- 213. WEST SHORE; Frankfort, N. Y.**
Meet in Joslin Block every Tuesday at 7:30 P. M.
W. F. Wright, Box 554 Master
K. G. Gifford, Box 554 Secretary
M. E. Stafford, Box 554 Financier
- 214. ORIOLE; Baltimore, Md.**
Meets 2d and 4th Sundays at 2 P. M. at 75 Linden Ave.
C. S. Bowen, 281 N. Caroline St. Master
L. G. West, 97 N. Bond St. Secretary
J. W. D. Bowen, 97 N. Bond St. Financier
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in Engineers' Hall, 2d and 4th Sundays.
A. L. Babcock Master
N. M. Burch, 457 Broadway Secretary
F. P. Brooksby, 59 Washington St., Greenbush, N. Y. Financier
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sundays at 2:30 P. M., at 129 Main street.
W. E. Taylor, 20 South St. Master
F. S. Moore, 115 Myrtle St. Secretary
W. H. Swinerton, 41 Winter St. Financier
- 217. DERRICK; Oil City, Pa.**
Meets 2d Tuesday and 4th Wednesday, in G. A. R. hall, Center st.
J. A. Kennedy, Box 157 Master
J. Jefferson, Box 520 Secretary
F. Sleeper, Box 94 Financier
- 218. TWO RIVERS; Pittsburgh, Pa.**
Meet 2d and 4th Sundays at 2 P. M. at 102 4th Ave.
A. T. Richey, 319 Carson St., S. Side Master
W. B. Davis, Wyoming St., 32d Ward Secretary
E. McHugh, Bertha St., 32d Ward Financier
- 219. SMOKY CITY; Allegheny, Pa.**
Meet every Monday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
R. Beeson, 271 Franklin St. Master
H. B. Shaffer, 222 Junati St. Secretary
E. D. Cawley, 225 Washington Ave Financier
- 220. PROVIDENT; Sunbury, Pa.**
Meets in Cooper's Hall, 1st and 3d Sundays at 1 P. M.
J. E. Bowen Master
L. Campbell Secretary
C. C. Bowen, 1123 Wallace St., Harrisburg, Pa. Financier
- 221. HUBON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
S. Allward, Box 69 Master
H. J. Carruthers, Box 87 Secretary
C. Wilkie Financier
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. W. Gardner Master
F. Crockett Financier
O. E. Adams Secretary
- 223. ASHLAND; Lexington, Ky.**
Meet in I. O. O. F. Hall 1st and 3d Thursdays at 7:30 P. M.
H. M. Chandler, C. & O. R. R. Shops Master
G. F. Little, Box 389, Paris, Ky Secretary
J. H. Cavins, 46 Drake St. Financier
- 224. T. C. BOOEN; St. Cloud, Minn.**
Meets 2d and 4th Sundays at 3 P. M. at Masonic Hall.
F. Marvin Master
A. Vogel, Box 367 Secretary
A. Vogel, Box 367 Financier
- 225. SUPERIOR; Fort William, Ontario.**
Meets 1st Monday at 8 P. M. and 2d Tuesday at 3 P. M.
G. E. Glassford, Neebring, Ont Master
H. Poole, Neebring, Ont Secretary
B. Wheatly, Neebring, Ont Financier
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Sundays at 1:30 P. M., Cor. Collin and Hardy streets.
R. Gowanlock, L. Box 100 Master
W. M. Nicol, L. Box 230 Secretary
W. M. Nicol, L. Box 230 Financier
- 227. MAGNET; Binghampton, N. Y.**
Meets 1st and 3d Sunday afternoons and 2d and 4th Thursday evenings in Stearn's Hall, North Chenango St.
F. W. Parsons Master
W. W. Stonier, 69 Eldridge St Secretary
W. A. Wrightly, 23 Doubleday St Financier
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
S. W. Travis, 140 Milfin Ave Master
J. E. Thayer, 331 Penn Ave Secretary
J. O. Bayley, 1803 Sanderson ave Financier
- 229. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
J. J. Quirk, 158 Catharine St Master
F. E. Beach, 282 Bleecker St Secretary
R. E. Jacobs, 139 Elizabeth St Financier
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays at 7:30 P. M. at 206 Washington Ave.
G. W. Glickerson, 38 Knox St Master
G. M. Jeffers, 36 Ontario St Secretary
G. M. Jeffers, 36 Ontario St Financier
- 231. DELAWARE; Wilmington, Delaware.**
Meet 1st and 3d Sundays 2 P. M. at 504 Market St.
W. Maguire, 609 Poplar St. Master
J. B. Cash, 400½ Poplar St Secretary
F. Mount, 507 E. 5th St Financier
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays at 1 P. M. and 3d Friday at 7 P. M.
F. Pollison Master
W. H. Tidaback Secretary
E. G. Reynolds, Box 1117 Financier
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
Meets in No. 3 Engine Room, Cor. Main and Foundry Sts.
G. W. Anderson Master
F. Probert Secretary
R. H. Coggan Financier
- 234. NORTH BAY; North Bay, Ontario.**
Meets 1st and 3d Sundays at 2:30 P. M., in B. of L. F. hall, Main St.
J. R. Graham, Railroad st Master
O. Lassman, Main st Secretary
J. Fallon, Main st Financier
- 235. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. B. Barney, 9 Mayflower St., East Pittsburgh, Pa. Master
J. W. Walker, 3002 Penn Ave Secretary
J. W. Moyer, 3410 Charlotte St Financier
- 236. HINTON; Hinton, West Virginia.**
Meets 2d and 4th Saturdays at 7:30 P. M.
J. T. Cundiff Master
F. R. May Secretary
R. O. Ferren, 2903 Penn Ave Financier
- 237. CENTRAL PARK; Central Park, Ill.**
Meets in Tilden School House 1st and 3d Sundays at 10 A. M.
D. J. Fane Master
G. L. Gerew Secretary
T. Chew Financier
- 238. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
J. H. Brewer Master
H. B. Drullard Secretary
H. C. Kehlman Financier

- 239. BUCKEYE; Delaware, Ohio.**
Meets cor. Sandusky and Central Ave. 2d and 4th
Sundays at 1
A. L. Weiser Master
A. R. Edington, Box 534 Secretary
J. D. Edington, Box 534 Financier
- 240. GILBERT; Jackson, Mich.**
Meets every alternate Sunday at 2 P. M.
G. Hastings, 115 Orange St Master
J. Bentley Secretary
J. Verburg, 113 East Ave Financier
- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meet in Liberty Hall 2d and 4th Sundays at 1:30
P. M.
J. McCall, Box 300 Master
A. Krapf, Box 300 Secretary
P. C. Hagerty, Box 300 Financier
- 242. WHEATON; Elmira, N. Y.**
Meet at Ry. Y. M. C. A. Building 1st and 3d Sun-
days at 2 P. M.
W. T. Delaney, 418 Powell St Master
E. Denio, 223 Franklin St Secretary
J. H. Bartholomew, 108 Ferris St Financier
- 243. J. H. SELBY; Bonham, Texas**
Meet in Odd Fellows' Hall every Sunday at 7 P. M.
J. L. Caudle Master
W. F. Rowe Secretary
E. Harvey Financier
- 244. T. P. O'BURKE; Chicago, Ill.**
Meet at 490 South Union St. 1st Tuesday at 8 P.
M. and 3d Sunday at 2:30 P. M.
P. C. Winn, 142 W. 12th St Master
E. Atkins, 180 Maxwell St Secretary
N. E. Nare, 23 O'Brien St Financier
- 245. GEORGIA; Savannah, Ga.**
Meet Cor. Whittaker and Broughton Sts. every
Thursday at 7:30 P. M.
J. L. Iron Master
W. Allison Secretary
W. L. Ward, Cor. Tatnall and Hunting-
ton Sts Financier
- 246. MACON; Macon, Ga.**
Meets on 1st, 10th and 20th at 7:30 P. M. over M.
& N. Freight House.
W. F. Roughton, 345 Fourth St Master
J. H. Strickland, 345 Fourth St Secretary
W. S. Outler, Broadway, between Second
and Fourth Sts Financier
- 247. KENNESAW; Atlanta, Ga.**
Meets 2d and 4th Sundays.
H. F. Waters, 319 Whitehall St Master
B. H. Childs, E. T. & V. Shops Secretary
J. M. Baird, W. & A. R. R. Shops Financier
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at G. A. R. hall
J. S. Brown, Box 704 Master
E. N. Packard Secretary
C. E. Hollis, Box 287 Financier
- 249. CALUMET; Stony Island, Ill.**
Meets every Sunday at 7:30 P. M.
O. J. Austin Master
J. O. Mason Secretary
L. McKee, Judd, Cook County, Ill Financier
- 250. GOLDEN LINK; Wilkes Barre, Pa.**
Meets 1st and 3d Sundays at 2 P. M., at Mechanic's
Hall.
C. Van Why, Ashley, Pa Master
Z. B. Stevens, Ashley, Pa Secretary
E. W. Cole, Ashley, Pa Financier
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets 1st and 3d Sundays at 2 P. M. at Oak Hall,
Broad street.
Asa Gruver, Box 176 Master
H. B. Fulton, Box 155 Secretary
C. Roberts, Box 275 Financier
- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1
P. M.
L. Mellinger Master
W. A. Glosser Secretary
M. M. Hinkle Financier
- 253. TRENTON; Trenton, N. J.**
Meet 2d E. State St. 1st and 3d Sundays at 2 P. M.
H. B. Eldridge, 21 Walnut Ave Master
R. Stackhouse, 687 Broad St., Chambers-
burg, N. J. Secretary
F. P. Parsons, 18 Sandford St Financier
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
W. A. Lenhart, Box 45 Master
I. C. Perrin, Box 288 Secretary
Fred Hollingsworth, Box 288 Financier
- 255. NEIGHBOR; McCook, Neb.**
Meets 2d and 4th Saturday evenings.
J. H. McManigal Master
Wm. Keefe Secretary
S. H. Heard Financier
- 256. HIGH LINE; Como, Colo.**
Meet at McFarlan Hall every Thursday at 7:30
C. Armstrong Master
G. W. McAleer Secretary
M. D. Finn Financier
- 257. KIT CARSON; Baton, New Mexico.**
Meets every Sunday at 2 P. M.
A. McCready Master
W. S. Kessler Secretary
Patrick Boyle Financier
- 258. RENO; Nickerson, Kansas.**
Meet in I. O. O. F. Hall every Sunday at 2 P. M.
W. H. Ramsey, Box 147 Master
G. H. Arnold Secretary
M. Norton, Box 264 Financier
- 259. LA JUNTA; La Junta, Colo.**
Meets every Wednesday at 7:30 P. M.
E. Turk Master
P. Schmidt Secretary
F. Bradbury, Box 31 Financier
- 260. CALIFORNIA; Sacramento, Cal.**
Meet every Thursday at 7 P. M. in Red Men's Hall,
Masonic building, 6th and K Sts.
F. Witham, C. P. Round House Master
G. E. Hanford Secretary
C. W. Cox, 1517 N st Financier
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets in B. L. E. hall, 1st and 3d Sundays and 2d
and 4th Tuesdays.
E. Worrell, Box 41 Master
W. L. Ewing, Box 75 Secretary
W. Taylor Financier
- 262. QUEEN CITY; West Toronto Junct., Ont.**
Meets alternate Saturdays at 7:30 P. M.
W. Hyndman Master
A. Madden Secretary
A. E. Stewart Financier
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at 8 P. M.
A. E. Hayden, Box 10 Master
B. VanHoesen Secretary
A. E. Aikman Financier
- 264. J. K. GILBREATH; Butte City, Montana.**
Meet in Cobban Hall every Thursday at 8 P. M.
M. W. Fitzgerald, South Butte, Mon Master
W. F. Copenhagen, South Butte, Mon Secretary
C. H. DeCamp, South Butte, Mon Financier
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meet 1st and 3d Sundays at 2:30 P. M. in O. F.
Hall.
E. Decker, 611 S. Division St Master
A. E. Geary, 525 S. Division St Secretary
J. Kitzelman, 5 Olive St Financier
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meet in B. of L. F. Hall alternate Sundays and
Wednesdays.
T. Hayes Master
M. Nilan Secretary
A. Krienke Financier
- 267. ENDEAVOR; Algiers, La.**
Meets every Monday at 2 P. M. at Castle Hall,
Front street.
A. H. Flynn Master
H. H. Hardey, Gretna, La Secretary
W. Maguire, 207 Peters St Financier

- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
A. C. Jeffrey, 118 Boyce St. Master
C. H. Blakeslee, 217 Tenth St. Secretary
T. O'Leary, 32 McCreary St., Cor Hines,
Nashville, Tenn. Financier
- 269. O. K.; Cincinnati, Ohio.**
Meet N. W. 8th and Freeman Sts. 1st and 3d Sunday evenings of each month.
F. O. Miller, 27 Hathaway St. Master
R. C. McKenzie Secretary
D. Keegan Financier
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday at 2 P. M. and 3d Saturday at 7:30 P. M. Cor. Franklin and Bloomington ave. So.
S. B. Thompson, 2216 Cedar Ave. S. Master
W. L. Higbee, 2432 Bloomington ave. Secretary
D. Lucas, 407 Fifth St. S. Financier
- 271. BYRAM; Stanhope, N. J.**
Meets 1st and 3d Saturdays at 7:45 P. M.
Wm. Weiler, Box 25, Port Morris, N. J. Master
R. A. Treize, Box 30, Port Morris Secretary
J. H. Lord Financier
- 272. WILSON; Junction, N. J.**
Meets at Well's Hall, Main St. 1st and 3d Sundays at 1 P. M.
J. Osman Master
G. B. Weller Secretary
F. Maxwell Financier
- 273. DENVER; Denver, Colo.**
Meet at 430 Santa Fe St.
F. F. Desmond, 266 Santa Fe St. Master
G. M. Wilson, 416 S. 9th St. Secretary
G. Smith, 208 Thirteenth St. Financier
- 274. JACKSON; Clifton Forge, Va.**
Meets every Sunday at 10 A. M.
J. W. Myers Master
B. H. Thomas Secretary
J. W. Barrett Financier
- 275. LEE; Richmond, Va.**
Meets 1st and 3d Sundays at 1:30 P. M., in Thoms' Hall, Cor. 17th and Main Sts.
C. R. Dean, 601 N. 17th St. Master
N. B. Arnall, 601 N. 17th St. Secretary
C. L. Johnson, 1009 Buchanan St. Financier
- 276. GRAFTON; Grafton, W. Va.**
Meet in Odd Fellows' Hall every Sunday at 2 P. M.
H. C. Moore Master
W. Cole Secretary
R. H. McCarty Financier
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
H. C. Moore Master
W. Cole Secretary
R. H. McCarty Financier
- 278. ANDERSON; Vicksburg, Miss.**
Meets every Sunday at 7:30 P. M.
H. E. Parks Master
L. W. Christmas, Box 482 Secretary
M. E. Murphy, L. Box 482 Financier
- 279. METEOR; McComb City, Miss.**
Meets 1st and 3d Sundays at 3 P. M. in Odd Fellows' Hall.
S. S. Ford Master
A. W. Jennings Secretary
Wm. McIntyre Financier
- 280. OZARK; Thayer, Mo.**
Meets in Sachre's Hall 2d and 4th Sundays at 9 A. M. and 1st and 3d Sundays at 7 P. M.
W. H. Lores Master
J. A. Atyeo Secretary
G. Bennett Financier
- 281. TUNNEL HILL; New Albany, Ind.**
Meet in Heddin's Hall 1st and 3d Sundays at 2 P. M.
W. C. Brown Master
E. E. Reeves Secretary
C. Sinex Financier
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meet on Main, between 3d and 4th Sts., every Sunday at 2 P. M.
Bert Launt Master
C. Minniear Secretary
Frank T. Barton Financier
- 283. LACKAWANNA; Great Bend, Pa.**
Meets 1st and 3d Saturdays at 8 P. M. in Red Men's Hall, Day's Blk. Main st.
F. J. May, Hallstead, Pa. Master
J. F. McCormick, Hallstead, Pa. Secretary
H. P. Trowbridge, Hallstead, Pa. Financier
- 284. ELM CITY; New Haven, Conn.**
Meets at Elk's Hall, 852 Chapel St. 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M.
J. H. Hall, 186 Rosette St. Master
E. S. Alling, 63 Cedar St. Secretary
C. T. Downs, 123 Cedar St. Financier
- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month at 1:30 P. M., at 3 Pratt st.
W. W. Hosford, 15 Elm St. Master
W. F. Day, 119 Ann St. Secretary
H. L. Stearns, 115 Trumble St. Financier
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meet at 119 N. Jefferson St. 2d and 4th Sundays at 1:30 P. M.
F. Shinsky, L. Box 500 Master
A. Fixel, 806 north 5th st Secretary
C. L. Sterling, 701 N. Jefferson St. Financier
- 287. ALTOONA; Altoona, Pa.**
Meets in Otto's Hall, E. 12th St., bet. 8th and 9th Ave. every Sunday at 1 P. M.
W. E. Hammond, 1816 Union Ave. Master
J. F. Walls, 1117 17th St. Secretary
F. A. Davis, 1903 Union Ave. Financier
- 288. EMMET; Estherville, Iowa.**
Meet in Masonic Hall 1st Sunday at 2 P. M. and 3d Monday at 7 P. M.
W. S. Davis, Box 80 Master
F. T. Slayton, Box 121 Secretary
G. Godden, Box 76 Financier
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets every Friday evening cor. 3d and Pine sts.
J. W. Allwine, L. Box 135 Master
G. Morgan, Box 575 Secretary
J. F. Shannon Financier
- 290. MARION; Hannibal, Mo.**
Meets 2d and 4th Sundays at Constellation Hall.
J. T. Hart, 412 Washington St. Master
J. Graham Secretary
J. C. Shaw Financier
- 291. ATLANTIC; Brooklyn, N. Y.**
Meet in Schellein Hall, Atlantic and Vermont Aves. 2d and 4th Saturdays at 8 P. M.
W. C. Latimer, 118 Hall St. Master
G. W. Bruno, East New York, N. Y. Secretary
W. M. Valentine, East New York, N. Y. Financier
- 292. MONUMENTAL; Baltimore, Md.**
Meets every Friday at 7:30 P. M. in Armstrong & Denny's Hall, Cor. Light and Montgomery Sts.
W. H. Zepp, 140 Ridgely St. Master
S. E. LaBarrre, 188 Scott St. Secretary
J. S. Norris, 355 William St. Financier
- 293. LAFAYETTE; Philadelphia, Pa.**
Meet Cor. Frankfort Road and Sargent St. 2d and 4th Sundays at 1 P. M.
J. J. Leahy, 2627 Freemont St. Master
W. J. Sharkey, 2608 Somerset St. Secretary
D. J. Kilty, 2609 Edgemont St. Financier
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
B. Hagen Master
J. D. Terrell Secretary
O. G. Temple, Box 262 Financier
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
E. W. Mason, Room 6, Davis Block Master
M. L. Mitchell, 320 Rock Island St. Secretary
W. T. Emerson, 221 Harrison St. Financier
- 296. AT LANT; Knoxville, Tenn.**
Meets every Saturday at 7 P. M., corner Gay and Clinch streets.
J. P. Flood, 71 McGhee St. Master
C. T. Payne, 71 E. Crumh St. Secretary
S. A. Presnell, 141 McGhee St. Financier

- 297. CLARK; Jeffersonville, Ind.**
C. E. Buehler Master
W. F. Leonard Secretary
A. B. Chambers Financier
- 298. GLENCOE; St. Louis, Mo.**
Meets 1st and 3d Sundays at 8 P. M., Corner Market St. and Ewing Ave.
G. Andrews, 2843 Market St. Master
W. J. Murphy, 314 Montrose Ave Secretary
C. Brantner, 327 Ewing Ave Financier
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
M. Prescott Master
C. H. Ridge, Box 87 Secretary
N. D. Hoffman Financier
- 300. HARBOR CITY; Michigan City, Ind.**
Meet 1st Monday at 2 P. M. and 3d Monday at 7 P. M., over First National Bank.
A. S. Hewitt, Box 834 Master
H. J. Manney, Box 371 Secretary
W. H. Henry, Box 49 Financier
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. of each month in Engineer's hall.
S. J. Norris Master
N. E. Aldrich Secretary
W. M. Weeks Financier
- 302. YOUGHIOGHENY; Connellsville, Pa.**
Meets at Reisinger Hall, Main street, alternate Sundays.
C. L. Gray, Box 231 Master
J. S. Brown Secretary
S. A. McPhee Financier
- 303. POST OAK; Hempstead, Texas.**
Meets every Sunday at 3 P. M. in Masonic Hall.
W. M. McMurray Master
W. A. Weir Secretary
J. E. Dehn Financier
- 304. THREE BRANCH; Argenta, Ark.**
Meets every Sunday at 3 P. M.
F. H. Barrelle Master
G. B. Yauch Secretary
R. G. Curtis Financier
- 305. SOLIDAD; Jimulco, Mexico.**
M. H. Adams, El Paso, Texas Master
care J. S. Turner, M. M., Jimulco, Mexico.
J. M. Cornelius, El Paso, Texas Secretary
care J. S. Turner, M. M., Jimulco, Mexico.
C. Koepke, El Paso, Texas Financier
care J. S. Turner, M. M., Jimulco, Mexico.
- 306. GRANITE STATE; Concord, N. H.**
Meets in St. Patrick's Hall, Warren St., 2d and 4th Sundays, at 6 P. M.
J. C. Muzzy, 53 School st Master
J. P. Callahan, 19 Pine st Secretary
J. Burbeck, Box 363 Financier
- 307. HAMDEN; Springfield, Mass.**
Meet in Crescent Hall, 218 Main St., 1st and 3d Sundays.
F. E. Gates, 34 Patton St Master
W. M. Butler, B. & A. Engine House Secretary
C. A. Chapin, B. & A. R. R Financier
- 308. BELLE HAVEN; Alexandria, Va.**
E. B. Kemp Master
N. B. Grant Secretary
C. M. Bruin Financier
- 309. BARTHOLDI; Long Island City, N. Y.**
Meets 2d Monday and 4th Saturday, cor. Vernon ave. and Ferry sts.
F. Simbler Master
J. W. Brown, 145 Dupont St., Green Point, L. I. Secretary
W. Carroll, Long Island City, N. Y. Financier
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
H. C. Martin Master
W. T. Pickard, L. Box 3 Secretary
J. O. Elder Financier
- 311. BELLE PLAINE; Belle Plaine, Ia.**
R. Rippen Master
E. C. Tonsley Secretary
C. A. Howe Financier

- 312. BLUE VALLEY; Wymore, Neb.**
C. O. Bonnell Master
F. R. Swaney Secretary
S. E. Fulton, Box 85 Financier
- 313. KAW VALLEY; Kansas City, Kansas.**
G. N. Herron, Box 18, Armstrong, Kan. Master
W. C. Haverstick, Box 45, Armstrong, Kan Secretary
J. W. Scarff, Box 156, Armstrong, Kan Financier
- 314. MINERVA; New Castle, Pa.**
Meets alternate Sundays in K. of P. Hall.
J. T. Love, Mahoningtown, Pa. Master
E. J. Neville, Mahoningtown, Pa. Secretary
R. Russell Financier
- 315. TROY CITY; Green Island, N. Y.**
W. J. Mattice Master
H. J. Murray Secretary
W. R. Peach Financier
- 316. OMEGA; Buffalo, N. Y.**
Meets every Saturday at 8 P. M. at Siebert's Hall.
H. Zilch, 634 William St. Master
W. H. Walsh, 1903 Broadway Secretary
T. S. Winsap, 510 E. Seneca St. Financier
- 317. MOUNT PENN; Reading, Pa.**
Meets 1st and 3d Sundays at 9:30 A. M. in Bland's Hall, 9th and Penn Sts.
T. A. Welch, 102 Savoy St., Palo Alto, Pa. Master
W. A. Gordon, 836 Green St Secretary
H. Drake, 604 N. 10th St. Financier
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**
R. H. Scott, Glenwood, 23d Ward, Pittsburgh, Pa Master
E. M. Lobaugh, Glenwood, 23d Ward, Pittsburgh, Pa Secretary
E. M. Lobaugh, Cor. Renova and Dyke Sts., Glenwood, 23d Ward, Pittsburgh, Pa Financier
- 319. ORPHANS' HOPE; Dennison, Ohio.**
T. E. Whitesides Master
J. H. Rowland Secretary
A. Eckfeld Financier
- 320. DUNHAM; Martinsburg, W. Va.**
Meets every Saturday at 7:30 P. M. in K. of P. Hall.
W. M. Johnson Master
E. G. Schmidt Secretary
P. E. Cage Financier
- 321. WISSAHICKON; Philadelphia, Pa.**
L. D. Woodington, 1753 Sixty St. Master
J. Haas, 2135 Darden St. Secretary
C. Dolan, 1205 Master St. Financier
- 322. ANTHRACITE; Tamaqua, Pa.**
W. H. Fry Master
W. Hickman, Box 367 Secretary
W. Guldner Financier
- 324. MOUNTAIN GROVE; Catawissa, Pa.**
J. W. Fisher Master
D. Geiger, Jr Secretary
J. Kelly Financier
- 325. SCHUYLKILL VALLEY; Pottsville, Pa.**
J. J. Harty, 54 E. Bacon St., Palo Alto, Pa. Master
W. H. Sowers, 102 W. Savoy St., Palo Alto, Pa Secretary
B. J. McGuire, Port Carbon, Pa Financier
- 326. FOLWELL; Bradford, Pa.**
C. Billington, 6 Johnson St. Master
J. H. Fenner, 61 Davis St. Secretary
F. J. Fuhes, Henderson House Financier
- 328. STONE BALLAST; Plattsmouth, Neb.**
W. Crehan Master
J. A. Marshall, Box 75 Secretary
W. P. Ferguson, L. Box 916 Financier
- 329. SOLOMON VALLEY; Downs, Kansas.**
A. Dillon Master
A. Studer, Box 197 Secretary
R. H. Rundle Financier
- 330. RIVER VIEW; Kansas City, Kansas.**
G. W. Smith, 3 James St Master
A. W. Abrant, 1354 Liberty St Secretary
E. J. Pierce, 831 Main St Financier

Chew Rail Road Plug

To the Brotherhood of Locomotive Firemen:

Gentlemen :--On the 2nd of January, 1886, we signed a contract with your Grand Officers to pay into your treasury a royalty of one cent on every pound of "Rail Road Plug" that we sell in the next five years.

If every member will assist by chewing this Tobacco, asking for it continually in stores that do not keep it, and asking his friends to try it, the Royalty paid into your Treasury will reach a large amount per month.

See that each butt of tobacco has our name on it. Respectfully,

The Kentucky Rail Road Tobacco Co.

The above statement is correct. Ask your dealers to keep the "Rail Road Plug."

F. P. Sargent, G. M.
Eugene V. Debs, G. S.

Wholesale Agents.

Peter Hauptmann & Co., St. Louis, Mo.

Hulman & Co., Terre Haute, Ind.

Chas. J. Off & Co., Peoria, Ills.

Hannan & Michael, Mobile, Ala.

R. D. Kellogg, Rochester, N. Y.

Only \$1.00 per Year.

Monthly.



A Practical Mechanical Journal,

DESCRIBING AND ILLUSTRATING

New Railway Appliances,

AND TREATING OF THE

Running, Management, Repairing

—AND—

BUILDING OF LOCOMOTIVES.

SHOULD BE IN THE HANDS OF

Every Live Engineer, Fireman and Railroad Mechanic

\$1.00 per Year. Sample Copy Free.

Agents wanted in every Railroad Center. Address

Am. Ry. Pub. Co.,

32 Liberty St., New York City.



VOL. X.

OCTOBER, 1886.

No. 10

THE THIRTEENTH ANNUAL CONVENTION.

Elsewhere in the Magazine we furnish our readers an extended report of the opening exercises of the Thirteenth Annual Convention of the B. of L. F. of North America.

In writing this article our purpose is to express, as best we may, our personal satisfaction with the selection of Minneapolis as the place for holding the Convention; nor is it for our own gratification that we write, since we have abundant reasons for knowing that the views of the delegates, without an exception, are in accord with our own.

With us, the tour to the great Northwest began at Terre Haute on Monday morning, September 13th. The train over the splendidly equipped and popular road, the C. & E. I., bore along a joyous company of Firemen, accompanied by their wives, and as is always true, the ladies contributed indefinitely to the felicities of the trip from Terre Haute to Chicago.

On Tuesday, the 14th, at an early hour the depot of the Chicago, Milwaukee & St. Paul Ry. was thronged with ladies and gentlemen, officers, delegates and visiting brethren, with their wives, sisters, mothers and sweethearts, the company numbering about our hundred. In the opulence of lib-

erality, the Manager of the C., M. & St. P. furnished the voyagers a special train of five cars, and never, we are confident, has there passed over the great thoroughfare a more joyous company. To the great majority of those on board the train the route lay through, to them, a new-found land, and as a consequence the towns and cities, the rivers, plains and elevations, formed a constant succession of most gratifying surprises. Everything was new, and, strange as it may appear, as the train sped northward the landscape increased in emerald beauty, and exclamations were heard, "This looks more like the sunny South than the home of the Ice King and the land of the 'beautiful snow.'"

At every important station the company increased in numbers, and the tide of enjoyment was kept at the flood. It was a daylight ride from Chicago to within a few miles of Saint Paul, and the "boys" had made a specialty of decorating the splendid locomotives that pulled the train—they were covered with flags and other insignia of a gala day. At Milwaukee an immense concourse of ladies and gentlemen thronged the depot, where cheers, salutations and waving of kerchiefs were in order. At Portage a splendid band welcomed the train and another ovation gave *clat* to the occa-

sion, and thus the train proceeded on through Wisconsin, everywhere taking on all the cheering peculiarities of a triumphal march.

From LaCrosse northward, as long as daylight lingered, the tourists enjoyed a panorama of some of the loveliest pictures of nature's handiwork to be found on the continent. Coming into view at a speed of forty miles an hour, the eye was kept constantly on the alert to catch the ever changing beauties of the landscape, of river, islands, bluff, crag and cultivated fields, hamlet, village and city, and when darkness came down the weary mind and eye, surfeited with delights, courted rest.

During the entire run, from Chicago to Minneapolis, recognitions, introductions and hearty hand shakings were in order. As old acquaintances were renewed and new ones formed, there was an exchange of cards, and for topics of conversation, reminiscences of former conventions and the interests of the Brotherhood took precedence, all being confident that the Order was on the ascending grade, that it had mastered the most formidable obstacles to progress and permanency, and that nothing was required but harmony of councils and unity of purposes to achieve the largest possible measure of success.

Arriving at Minneapolis on time, at 8:30 P. M., the ladies took carriages to their designated hotels, while the boys, four abreast, marched to the West hotel, where the column was dismissed, with instructions to assemble on the morning of the 15th, to march to the Grand Opera House to witness and participate in the opening exercises of the Convention.

The occasion was one of great interest to the delegates and officers of the Brotherhood. The splendid Opera House was beautifully and tastefully decorated, and was filled to overflowing with ladies and gentlemen, the friends of the Brotherhood, who evinced, by their presence, their intense anxiety for the welfare of an organization, which, in the short space of thir-

teen years had expanded to continental proportions; which numbered more than seventeen thousand members and three hundred and thirty-two Lodges. And here it is eminently proper that we should chronicle the fact that the labors of the Minneapolis Lodges, 82 and 270, to make the success of the Convention a grand success, merited and received the highest encomiums. Nothing was omitted, no minor detail overlooked, and the committees were constantly on the alert in devising means for the pleasure and contentment of the delegates. Nor do we forget that the committee of ladies, "once more, God bless 'em," in ceaseless attentions to the lady visitors, won, as they deserved, the unqualified praise of not only the ladies, whose stay was embellished by a thousand timely attentions, but the high appreciation of the masculines as well.

It is eminently becoming to say that the opening exercises at the Grand Opera House were, in all regards, equal to the most sanguine expectations of officers, delegates and visitors.

The gentleman called to the chair was Col. Jno. T. West, one of the public spirited and wealthy citizens of Minneapolis. Col. West, though now the proprietor of one of the most elegant and costly hotels on the continent, was once a railroad employe, a knight of the punch, and his well-timed remarks, upon taking the chair, demonstrated that prosperity and wealth had not obliterated from his memory the men who still follow the perilous business of "riding on the rail."

Circumstances prevented the attendance of Governor Hubbard, but a graceful letter, welcoming the delegates to Minnesota, was received with hearty appreciation. Mayor Ames, of Minneapolis, briefly, but in words each one of which weighed a pound, welcomed the delegates to the progressive metropolis over whose varied interests he presides. Rev. J. H. Tuttle petitioned the Throne of Grace for blessings on the Brotherhood. The annual address of Grand Master Sargent took a wide survey of the field, and was in all re-

gards one of the most comprehensive presentations of the aims and objects of the Brotherhood that was ever submitted on any similar occasion. The address of Vice Grand Master and Grand Organizer Hannahan was brimful of enthusiasm, and his rounded periods thrilled the vast audience like battle cries. The address of Mr. J. E. Phelan, of the B. of L. E., evinced a generous appreciation of the importance of the B. of L. F. His remarks were practical and were well received. Mrs. C. D. Stevens, a cultured elocutionist, and a most charming lady, recited with splendid effect "The Brake-man at Church," by Bob Burdette. The happy hits were received with rapturous applause, and the recitation was one of the happiest incidents of the occasion. Col. J. B. Maynard, who is recognized as "one of the boys," recited an address in rhyme which was well received, and our own contribution to the entertainment was received in a way which may prompt us on some future occasion to try it again.

The work accomplished by the Convention distinguished it as one of the most, indeed, if not the most, important convocation of the Brotherhood during its entire existence. A new constitution was adopted, embodying many and essential changes, made necessary by the growth and changed condition of the Order. It is not required that we should here be specific, but one feature may be mentioned, that which relates to holding conventions, which in the future are to be biennial, instead of annual, as in the past.

It should here be placed upon record, that for the good work done, for harmony of council, for hopes inspired, and for assurance of success, the Thirtieth Annual Convention triumphantly bears off the palm. Never did the Lodges commit their interests to a better equipped set of delegates, and from the first to the last hour of the Convention the purpose to advance the welfare of the Brotherhood was pre-dominant.

A union meeting of Brotherhood

Engineers and Firemen was an exceedingly felicitous feature of the Convention week. The knights of the throttle and of the scoop have such intimate relationship that when they meet together for an interchange of views, the bonds of union are certain to be strengthened.

The entertainments provided for the delegates and visitors, were of a character to effectually banish *ennui*. An excursion to the beautiful Minnehaha Falls, Fort Snelling and St. Paul, was a continuous enjoyment. Minnehaha, celebrated in song and story, is yearly visited by thousands of tourists, and the verdict is always "beautiful;" Fort Snelling occupies a commanding position, on the bluff overhanging the Mississippi, and must be a pleasant residence for such of Uncle Samuel's military officials as are required to make it their place of residence. Once in the center of large and warlike savages, it is now surrounded by fabulous fruitfulness, in a land where the war whoop is heard no more. Had we space we should like to speak of the beautiful city of St. Paul, as it deserves—the pioneer city of the Northwest, the capital of the great State of Minnesota, the head of navigation on the Mississippi, the seat of commerce and the center of great railway systems, wealthy, populous and cultured, its magnificent elevations are crowned with beautiful residences and its future is full of promise.

An excursion to the justly renowned lake of Minnetonka must be set down as the crowning delight of the Convention week. A sail of seven hours on its placid waters, was, in fact, a thing of beauty, and in memory, will be a joy forever. We doubt if such a succession of beauties can be found while sailing for the same length of time on any waters in the world. So far, art has done but little, and when, at no distant time, the wealth of Minneapolis and St. Paul is lavished upon its shores, tourists, not only from distant portions of the United States, but from Europe, will not regard themselves thoroughly traveled, until they

have seen Minnetonka. The magnificent steamer, the City of St. Louis, conveyed the voyagers up and down the lake for a distance of about thirty miles, and seldom, if ever, have we seen so many excursionists more delighted.

The Convention over, the delegates were furnished with a special train over the Chicago & Northwestern Ry. to Chicago. The management of this road, not to be outdone in princely liberality by the C., M. & St. P. Ry., furnished the delegates a special train of fine cars, and the trip to Chicago was accomplished in a few hours to the delight and comfort of all on board.

In closing this somewhat extended article, and yet, all too short to permit us to say all we could wish of the Convention, we should be conspicuously direct were we to omit an expression of the universal sentiment of the Convention, that the city of Minneapolis is a wonder of progress, even for this phenomenally fast age. But, however great and progressive it may be, it simply illustrates the large-heartedness of its people. Only a great people, liberal, enterprising, wealthy in pocket and commanding in mind forces, could build such a city in any age or in any land. We shall institute no comparisons. The water power of the Falls of St. Anthony, the flouring mills and the saw mills, the substantial business blocks, the elegant private residences, etc., etc., indefinitely, constitute a city which must be seen to be estimated and appreciated. It has grown rapidly but solidly, and its press, chiefly in the hands of Mr. A. J. Blethen, whose felicitous address during the opening exercises captivated heads and hearts, is contributing its mighty energies in pushing forward enterprises, and in attracting men and capital to share in the triumphs of the future, which, it is predicted, will surpass those of the past.

The next convention of the Brotherhood will be held in Atlanta, Ga., a city, which for thrift and enterprise, all things considered, is not unlike St.

Paul and Minneapolis. The immediate future of our Brotherhood in the South is regarded with confidence, and when the Atlanta convention meets, it is predicted the sunny South will have a representation which will astonish the most sanguine.

There is before the Brotherhood a magnificent field in which to operate, and believing that the membership is equal to their opportunities, this Magazine will labor with still greater zeal than hitherto to push on the column.

THE railroads of Indiana which center at Indianapolis, fifteen in number, report an increase of business over 1885.

THE earnings of the New York Central Railroad, including the West Shore Railroad, it is estimated will reach \$30,000,000 between January 1 and December 31, 1886.

THE growth of the Canada railway system during the past seven years, that is from 1878 to 1885, is pronounced highly encouraging. There was an increase in mileage of 3,285, giving total mileage in 1885 of 10,149, against 6,864 in 1878. The train mileage increased from 19,000,000 to 30,623,000, or 11,623,000 miles. The passenger travel increased from 6,443,000 to 9,672,599 and the freight tons increased from 7,883,000 to 14,679,000. This speaks well for our Canadian cousins, and for the growth of our continental Brotherhood, and very soon we shall want to go again to Toronto.

THE landed property of Great Britain and Ireland covers about 72,000,000 acres, equal to the area of Kentucky, Tennessee and Ohio. Of this land the peers, less than 600 in number, own 14,000,000 acres. The land is estimated at \$10,000,000,000, and, exclusive of mines, yields an annual rent of \$330,000,000. Unless land-grabbing in the United States is arrested, the time is not remote when England's curse will be realized here. We are making rapid strides toward land monopoly and a landed aristocracy.

RAILROADS AND THEIR RELATIONS TO THE PUBLIC.

It is now fully ten years since the question relating to inter-state commerce was first debated in Congress in a way looking to its regulation by statute.

In the beginning the attorneys of railroads denied the right of Congress to interfere in the matter, to the extent of determining what was right and just relating to charges made by railroad corporations in the transportation of freight, and railroad corporations protested vehemently against Congressional legislation in that regard.

It has been shown, however, that the constitution and the common law bring railroads under the jurisdiction of state and federal government, and the people are demanding that the era of discrimination, pools, rebates and drawbacks, shall disappear from the railroad management of the United States.

During the Forty-ninth Congress, two bills, providing for regulating the inter-state commerce of the country, were debated. One, a Senate measure, known as the "Cullom bill," and a House measure, known as the "Reagan bill." It is not our purpose to discuss the relative merits of these bills. We simply remark that the Reagan bill is the more direct and therefore the best calculated to inaugurate the necessary reforms. The House bill provides that "it shall not be lawful for any person or persons carrying property, as aforesaid, to enter into any contract or agreement, or combination for the pooling of freights, or to pool the freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads, or any portion of them, and in case of an agreement for the pooling of freights or earnings, as aforesaid, each day of its continuance shall be deemed a separate offense," and the House bill also provides "that it shall be unlawful for any person or persons engaged in the transportation of property, as provided in the first section of this act, to charge or receive any greater compensation for a similar amount and

kind of property, for carrying, receiving, storing, forwarding, or handling the same, for a shorter than for a longer distance, which includes the shorter distance, on any one railroad; and the road of a corporation shall include all the road in use by such corporation, whether owned or operated by it under a contract, agreement or lease by such corporation." It will be seen at a glance that these provisions touch the marrow of the whole business, and if reforms can be brought about the Reagan bill appears well calculated to accomplish the object in view.

There has been, and there still exists a difference of opinion in regard to the propriety of fixing rates by statute for what is called "long and short hauls," but it is apparent, to men of ordinary capacity, that more should not be charged for a short than for a long haul. To the superficial investigator it might appear unjust to charge as much for the short as for the long haul, but a more thorough analysis of the proposition brings into prominence an element of fair dealing to shippers which carries conviction to the average mind. Take, for instance, shippers of farm products of the far west: if they are charged more for hauling their commodities than is charged for the same articles grown in the central States, Illinois, Indiana, Ohio and other States, they would be placed at a serious disadvantage in the markets of the country; and if the charges for products grown in the central States are greater than for those produced more remote from market the wrong becomes so apparent that a universal protest is heard. This power to charge more for a short than for a long haul, which is characterized in Congress as "a power which no government of a free people would dare to exercise, and which no government of a free people would think of exercising," and yet it is declared that "the railroad companies demand and insist on the right to exercise this vast and dangerous power."

In the discussion of the inter-State commerce bills before Congress, a member of the House, Mr. O'Fonde, in re-

ferring to the long and the short haul feature of the measures, said the Reagan bill "declares it shall be unlawful to charge more for a shorter than for a longer haul. That means, sir, for instance, that a railroad company or any other common carrier shall not charge A fifty dollars for carrying a car load of cattle, flour, grain, or other property, 100 miles, while it hauls a like car load for B 200 miles for forty dollars. Sir, the most remote part of my district is not more than 175 miles from the city of Baltimore. Chicago, I think, is about 800 miles distant from Baltimore. It costs the people of my district more to send a car load of ordinary freight to Baltimore than it does the western shipper to send a car load of live freight from Chicago to the same point, more than four times as far. I find that in a former Congress it was shown that a car load from Omaha to San Francisco cost \$300, while from Omaha to Virginia City, a distance of 600 miles this side of San Francisco, the charge was \$800, so that for 600 miles shorter haul the charge was \$500 more. In my own State, along the lines of roads at way stations the rates are much higher for the shorter distances than they are many miles beyond for the longer distances. So, throughout the length and breadth of this country, the way stations and shorter distances must pay tribute to the centers and longer distances—they are the pack-horses and must stand all that is put on them. I recognize the fact, Mr. Speaker, that freight can not be carried as cheaply in proportion for a few miles as many miles, but I deny that it will cost more to carry a few miles than many miles. The handling is the same in either case, but the wear and tear upon the machinery and track and the expense in fuel is necessarily greater for the many than the few miles. Why, I understand, (it was so stated to the committee,) that this system of discrimination is carried to such an extent that in some instances in the transportation of coal differences are made on account of the purposes for which the coal is to be used.

If used by some favored enterprise then cheap rates are given; if, however, the enterprise does not have the smiles of the powers that be, high rates are the order. Now, sir, under this state of things what remedy have the business interests of the country, what redress have agriculture, manufactures and commerce, the three pillars of our prosperity, unless the strong hand of our National legislature shall be laid upon these monopolies, and the decree go forth under the great seal of this government prescribing limits beyond which they shall not go, and laying down rules which they must regard? We hear protests from all these corporations against what they term "cast-iron rules." We will probably hear the term more than once in this discussion. This is just what the country demands, strong, unyielding, inflexible rules; rules with no double meaning, subject to no two constructions; rules so plain that the most ordinary mind may comprehend and the most humble man understand them; rules so clearly defined that it will require no court or other tribunal to construe them." Such statements disclose the occasion for Congressional interference in the matter of freight charges for long and short hauls, and it must be said that the question is steadily growing in importance, and that it admits of no other settlement than that which Congress, under the constitution, is empowered to dictate. But another matter which Congress is seeking to adjust, is that which relates to "pooling," and which is confessedly a wrong more aggravating than that of excessive freight charges for short hauls, as compared with long hauls. In the debates in Congress it was said that "pooling by railroads is prohibited by the constitutions of the States of Arkansas, Michigan, Missouri, Nebraska, Pennsylvania, and Ohio. It is prohibited by the laws of other States. Pooling is a violation of the common law, because it is a restraint upon the freedom of trade, and a conspiracy against the public welfare. And this doctrine is maintained in the following

American cases: 8 Mass., 223; 1 Pickering, 450; 35 Pickering, 188; 19 Pickering, 51; 35 Ohio State Reports, 672; 68 Pennsylvania Stat., 173; 5 Denio, 434; 4 Denio, 349."

Judge Gibson, in the case of the Commonwealth of Pennsylvania against Carlisle (Brightly 40), says:

"I take it that a combination is criminal whenever the act has a tendency to prejudice the public or to oppress individuals by unjustly subjecting them to the power of confederates. "The object of these combinations is to raise the rate of freight, and the means adopted is to suspend competition and place the traffic under the exclusive control of the combination."

Manifestly, it would be in consonance with high legal authorities for railroads to abandon pooling—since, the testimony is voluminous that it is in violation of law, but instead of adopting such a course, it is stated upon the highest authority that "railroad managers recommend a universal pool, or federation of all the railroads of the country" and demand that such an extraordinary proceeding shall be "recognized and enforced by law."

Mr. Hudson, the author of a work entitled "The Railways of the Republic," refers to the "live stock pool" as it existed before 1880, in which he shows, that that pool "granted a rebate of \$16 per car to a prominent live-stock firm of Chicago, thus giving that firm that much of advantage over other shippers of live-stock, and enriching it and the railroad officials who were confederated with it at the expense of other shippers of live-stock, and creating an oppressive and odious monopoly in their hands."

Mr. Hudson also shows that the standard oil pool and monopoly, which some years back was made up of the "great trunk railroads running into New York and Philadelphia, paid \$10,000,000 as rebates, which by the special advantages it secured from these railroads mercilessly crushed out all competition in the mining, refining, transportation, and sale of petroleum; and it has obtained such power over the great railroad corporations as to compel them to be subservient to

its will. This monopoly and pool is so notorious, the evils it has inflicted on individuals and corporations and on the country are so great and so well known as to render a more particular reference to it unnecessary." In this connection it is stated that of the 270,000 acres of anthracite coal lands in Pennsylvania, 195,000 acres are owned by six railroad companies, and that one effect of uniting in the same corporations the business of shippers and that of carriers is the enormous inflation of their capital. Their aggregate capitalization amounts to \$500,000,000, while the actual cost of the roads and equipment for transportation is \$114,000,000.

It should be understood that Mr. Hudson talks by the card, and when he says that the \$500,000,000 of capital of the six railroads constituting the anthracite coal pool and monopoly, represents only \$114,000,000 cash, and \$386,000,000 notes, he states a fact which embodies a wrong which in its various aspects and developments has created more labor troubles than any other one thing in the entire catalogue of wrongs known to the industrial history of the times.

The Washington Post of recent date, in commenting upon such transactions says:

"There is a very general belief that the laboring classes are subjected to much injustice at the hands of the monopolizing capitalists who employ them. There is not a railroad corporation in the country which has not watered its stock to such a degree that its ostensible capital is largely fictitious. To create a market value for these fictitious shares a profit must be earned and a dividend declared, which can only be done by reducing wages to the lowest possible point. There results from this necessity a grinding pressure downward upon labor; which is grievance enough."

We have heard much, not too much, of late about strikers who have sought, in violation of good government, of law and order, to obtain redress of grievances, by criminal acts, such as wrecking trains and placing the lives of men in peril, but, the statement is made in Congress by men of national reputation, by the representatives of

the people, that "railroad corporations boldly enter into conspiracies in restraint of trade, in violation of the principles of the common law, and that with reckless audacity they defy constitutional provisions and statute laws, while they impudently set at naught the great fundamental principle imbedded in all our State constitutions denouncing monopolies as being contrary to the genius of liberty."

It is in connection with such facts that this Magazine, the organ of 25,000 railroad employes, has sought, as best it could, to bring about harmony based upon justice, between railroad managements and their employes. With what propriety can railroad corporations denounce strikes and strikers when in the Congress of the United States, it is boldly asserted that they "*enter into conspiracies * * in violation of the common law, and with reckless audacity defy constitutional provisions and statute laws.*"

Manifestly, it is of the highest importance that the railroad questions before Congress should be thoroughly understood by the employes of railroads. When it is announced that railroad employes violate the law, it should be known if railroad corporations have set the example. During the debates in Congress on the Reagan and Cullom bills, the Select Committee on Inter-state Commerce, upon a full investigation of all the facts, reported the following, as the causes of complaints against the railroad systems of the country:

1. That local rates are unreasonably high compared with through rates.

2. That both local and through rates are unreasonably high at non-competing points, either from the absence of competition or in consequence of pooling agreements that restrict its operation.

3. That rates are established without apparent regard to the actual cost of the service performed, and are based largely on "what the traffic will bear."

4. That unjustifiable discriminations are constantly made between individuals in the rates charged for like service under similar circumstances.

5. That improper discriminations are made between articles of freight and branches of business of a like character,

and between different quantities of the same class of freight

6. That unreasonable discriminations are made between localities similarly situated.

7. That the effect of the prevailing policy of railroad managements is, by an elaborate system of secret special rates, rebates, drawbacks, and concessions, to foster monopoly, to enrich favored shippers, and to prevent free competition in many lines of trade in which the item of transportation is an important factor.

8. That such favoritism and secrecy introduce an element of uncertainty into legitimate business that greatly retards the development of our industries and commerce.

9. That the secret cutting of rates and the sudden fluctuations that constantly take place are demoralizing to all business except that of a purely speculative character, and frequently occasion great injustice and heavy losses.

10. That, in the absence of national and uniform legislation, the railroads are able by various devices to avoid their responsibility as carriers, especially on shipments over more than one road, or from one State to another, and that shippers find great difficulty in recovering damages for the loss of property or for injury thereto.

11. That railroads refuse to be bound by their own contracts, and arbitrarily collect large sums in the shape of overcharges in addition to the rates agreed upon at the time of shipment.

12. That railroads often refuse to recognize or be responsible for the acts of dishonest agents acting under their authority.

13. That the common law fails to afford a remedy for such grievances, and that in cases of dispute the shipper is compelled to submit to the decision of the railroad manager or pool commissioner, or run the risk of incurring further losses by greater discriminations.

14. That the differences in the classifications in use in various parts of the country, and sometimes for shipments over the same roads in different directions, are a fruitful source of misunderstandings, and are often made a means of extortion.

15. That a privileged class is created by the granting of passes, and the cost of the passenger service is largely increased by the extent of this abuse.

16. That the capitalization and bonded indebtedness of the roads largely exceed the actual cost of their construction or their present value, and that unreasonable rates are charged in the effort to pay dividends on watered stock and interest on bonds improperly issued.

17. That railroad corporations have improperly engaged in lines of business entirely distinct from that of transportation, and that undue advantages have been

afforded to business enterprises in which railroad officials were interested.

18. That the management of the railroad business is extravagant and wasteful, and that a needless tax is imposed upon the shipping and traveling public by the unnecessary expenditure of large sums in the maintenance of a costly force of agents engaged in a reckless strife for competitive business.

The foregoing indictment is worthy of careful study—and it should be remembered that it is not drawn up by men who are unfriendly to railroads, but by those who desire the good of the whole people, and that corporations, as well as individuals, shall recognize the necessity of obeying the law. It was said by Rufus Choate that "railroads were made for the people, not the people for the railroads"—but as things are now going on, it would seem that not only the people, but constitutions, laws and courts were made for the railroads. The sentiment that is abroad in the country, is "no discrimination, no combination, no unreasonable charges, no favored class; equal rights to all, special privileges to none"—and to this it must come, sooner or later.

LABOR AND TAXATION.

If there is a workingman in the country who is interested in the question of taxation who is not anxious to learn the A B C of the business, it must be said of him that he is illy qualified to exercise the rights and prerogatives of citizenship. The workingmen of the nation are not, in the usual acceptation of the term, "property owners." Thousands of them, it is true, own humble homes and their names appear in the list of taxpayers, but the rich, the opulent, the capitalists of the country assume to be the taxpaying class, and if a workingman does not own some sort of a residence, in other words if he is a "renter," he is set down as one who pays no taxes, and is regarded, all too often, by our "codfish aristocracy" as a sort of a burden upon society, and though he be intelligent, industrious and virtuous, if he should be at any time designated as the proper person to

occupy official position he is opposed, because he is not a taxpayer, or because his taxes are so small that he is supposed to have little or no interest at all in the welfare of the State; and this sort of talk is heard from men whose methods for making money have been such that honest men regard them as proper subjects for the discipline of criminal courts and penitentiaries. Manifestly, the time has come for workingmen to grapple with the subject and distinctly understand their connection with taxation.

The complaint is heard everywhere that a certain set of rich men are constantly engaged in devising schemes to cheat the State out of its just dues. They conceal their wealth, and when assessors require them to "list" their taxables, they do not hesitate to lie like the devil; worse still, they do not hesitate to swear falsely, and though professedly orthodox in their religious creeds take the chances of damnation and commit perjury, and these public pirates, these taxation freebooters, turn up their noses at the suggestion that workingmen pay all the taxes because the fact is axiomatic that labor creates all the wealth, because all revenues are derived from labor. If the workingmen of America will give the subject proper attention, it will contribute indefinitely to self-respect, to a healthy dignity, becoming American citizens. There will be less of that debasing sycophancy which degrades those who bestow it, as well as those who accept it, as their right. Of all the disgusting humiliating pictures Americans are required to contemplate, not one is better calculated to excite indignation than to see workingmen playing the role of dependents upon those their labor and skill have made rich. In such displays of vassalage, degradation culminates, and independence, self-respect, the prerogatives of citizenship, manhood, disappear, and the pagan, Asiatic idea of caste takes their place, the old Roman idea of patrician and plebeian is revived, or the more modern curse, in vogue in European king-cursed countries, is introduced, in

which the aristocratic drones and knaves claim by "divine right" to dictate the destiny of those who work, create the wealth, supply the revenues and pay the taxes.

There are several theories abroad in this country relating to suffrage. It is held that a man has no right to vote unless he can read and write, and it is also held that a man should be debarred the right of suffrage who does not pay taxes. It is assumed in both cases that men who do not pay taxes and those who can neither read nor write are not qualified for citizenship. We are not disposed at this writing to impose upon ourself the task of criticising the propositions. We estimate illiteracy as a misfortune susceptible of remedy, but while it is an easy task to find those who are so illiterate that they neither read nor write, we hold it to be impossible to find men outside of asylums and prisons who do not pay taxes, and this we assert in the face of the fact that there are thousands who are regarded as non-taxpayers. One broad fundamental axiom, that the consumer pays the taxes, settles the question. From it there is no appeal. But it may be said that, though the truth of the proposition has reached universal recognition, it is practically denied in thousands of instances to the detriment of workingmen when they assume to take an active part in public affairs. It is just here that the flagrant injustice to workingmen crops out. It would be impossible to make the analysis too searching or too severe. The injustice is practiced by the church, and is incorporated into its methods of conducting the worship of the Son of God. It is silk and satin and broadcloth to the front, calico and jeans to the rear; until finally, with here and there exceptions, the calico and jeans remain outside of the sanctuary (?), because religion is "cornered" by the few who can purchase the seats in the synagogue; but even here, the man whose income from his toil may be 75 cents or a dollar a day, contributes his full share towards defraying the expenses of a gilt-edged religion as abhorrent as

it is exclusive, and as unlike that which the Master taught in the neighborhood of Jerusalem as the croaking of frogs is unlike the minstrelsy of angels. If the church, purse proud and aristocratic, can set the example of ostracism, the rich may plead righteousness when they assume that workingmen should have little to say in governmental affairs, because, forsooth, they pay no taxes.

We hold that the time has arrived for judicious investigation. If it be true that workingmen do not pay taxes the time has come to know it, and if it be a lie, a vulgar, malicious degrading lie, the time has come to stamp its venomous head into the earth and put a stop to the rattling of its tail. Take for instance the capitalist who concludes to build a row of shanties, cottages, flats, tenement houses, residences for workingmen and their families. Our readers have seen thousands of them. They are found in all the cities of the continent, built to rent. We shall not attempt to describe them. Our purpose lies in a different direction. The capitalist, in the first place, purchases the ground, then he lays off the lots, secures plans, and proceeds to erect the dwellings. The work completed, he proceeds to fix values and estimate dividends upon his investment. He sets down so much for land. If it cost him \$25, he estimates it at \$50. If the building cost him \$400, he estimates it at \$500, and by figuring closely he finds that his building has cost him say \$600. That amount covers everything, and if he could sell would afford a profit, but his object is to rent to a workingman. If he had \$600 to loan out, he could lawfully charge 6 per cent., which would be \$36 a year, or say 8 per cent., which would bring him in \$48 a year. If he left the \$600 with his banker, he could not get over 5 per cent. If he purchased non-taxable State or Government bonds he could not get more than 4 per cent. or \$24 a year. He concludes, therefore, to build cheap dwellings for workingmen and thereby increase his dividends. Hence he offers his house for

rent at \$10 a month, or \$120 a year, calculating as follows:

Investment \$800, at 10 per cent	\$80 00
Taxes, 3 per cent	18 00
Wear and tear, 7 per cent	42 00
	<hr/>
	\$120 00

We submit that the foregoing statement approximates correctness. It outlines several facts in the realm of economics. It illustrates how workingmen pay taxes and dividends at the same time, and how they also pay for keeping the capitalists' shanties proof against the ceaseless attacks of time and the elements. And yet this capitalist, who makes the workingman pay 20 per cent. on his investment, can often be heard chiming in with others of his ilk, who declare that workingmen do not pay taxes, and who, with lordly strut and swagger, declare they are the taxpayers of the State and nation, and are, therefore, entitled to special consideration as the pillars of society. Workingmen will do well to take the exact measure of such champions of cheek and chicane, and treat them with merited disdain. We boldly assume that there is not an enterprise, industrial, mercantile or financial, in which those who launch them forth do not propose to make labor pay the taxes, and if there is an exception we shall be glad to chronicle it. It makes no difference in what department of the world's activities the investigations begin, nor when they end, the same results follow with unerring certainty. This must be true, because of the fundamental fact that all values are born of labor, all revenues are the result of labor, and all wealth is a creation of labor. It does not matter in the least who pays the tax into the coffers of the State, it was derived from labor, and he who has the patience to trace back the stream of revenue or wealth to its source, and is animated by a purpose to deal justly with facts, will become at last the champion of the primal fact that workingmen are really the only taxpayers of the State.

Suppose it were possible for the workingmen of the world to cease working. What then? Would there still be rev-

enues? Does some idiot answer yes, from hoarded wealth the revenues would continue to flow to the cash vaults of the State. Not a bit of it. Munchausen never told a bigger lie. Stop work and you put an end to revenues. At that instant decay unfurls its black banner over the world, rust begins its devastating crusade, fruitful fields become deserts, cities tumble down as if in the grasp of earthquakes, civilization disappears, and man himself, "made but little lower than God," descends by rapid gradations to savagery. All hail, workingmen! hold up your heads. You are the taxpayers. You support the State. You are the source of revenues. You create the wealth of the world. You have built all the monuments along the pathways of progress. But for you, this world of ours would be a dead planet. No keel would cleave the waters of canal, lake, river, sea or ocean. No iron steed would rush hither and thither across the continents. The factories and machine shops of the world would be as silent as the tombs of the ante-diluvians. You do pay the taxes. You do maintain the State. You do keep all the wheels of industry in motion. You do bridge the rivers and tunnel the mountains. You do build and delve, and the time has come, when the purse proud drones of society intimate that your voice should be silent when State affairs are up for debate, that you should turn upon them with that withering disdain born of conscious dignity, and tell them *labor omnia vincit*—"labor surmounts every difficulty"—that it has hewed out its pathway to recognition in these good years of the nineteenth century, and will eventually change the arrogant domineering tone of capitalists, monopolists and the entire brood of those who seek to degrade them, upon the monstrous assumption that workingmen should be silent because they are not taxpayers.

SILENT contempt is the easiest way to kill a fool—*Rory O'More* in *Engineers' Journal*. Peace to his ashes.

RIVERS VS. RAILROADS.

A steamboat from St. Louis, on a single trip, carried to New Orleans 27,000 tons of grain, the freight upon which amounted to \$1,800. It is claimed by those who know, and have made the calculation, that the same amount of freight by rail would have cost \$178,000. That its transportation would require 2,700 cars. This is certainly a tremendously strong argument in favor of liberal appropriations for the improvement of our rivers and waterways in the interest of facilitating and perfecting navigation.—*Railway Reporter*.

This, if true, would indeed be an argument in favor of water-transportation, but the figures are a little startling. First we have a steamboat carrying 27,000 tons of grain alone, while the tonnage of the great ocean liners rarely exceeds 8,000. Further, the freight on one ton of grain from St. Louis to New Orleans appears to be 6.6 cents; certainly a very low figure, against which competition on the part of railway-carriers may indeed be considered hopeless.—*Railway News*.

In the first place it is not to be presumed that the St. Louis steamer itself carried 27,000 tons of grain, but the presumption is the steamer towed a number of barges to New Orleans containing the amount of grain named.

It is barely possible that the cost of transporting the grain in question was only \$1,800, but we are inclined to the opinion the amount stated is a typographical error. Some years since, the tow-boat, Jno. A. Woods, towed twenty-six boats or barges containing 26,000 tons of coal from Louisville to New Orleans, a distance of 1,450 miles, at a cost of \$25,000. To transport the same amount of coal by rail from Louisville to New Orleans at the low rate of one-half a cent per ton per mile would cost about \$176,000, and to transport this amount of coal there would be required 2,600 cars, and it would take 80 locomotives to pull it, and in all would make a train about 18 miles long. The distance from Louisville to New Orleans is about 200 miles greater than from St. Louis, and the figures relating to the coal transportation show pretty conclusively that the cost, \$1,800, for transporting by the river of 27,000 tons of grain is, as we have stated, a mistake.

Some five years ago the average rates of freight for bulk corn to New Orleans

by river was 6½ cents per bushel, while at the same time all rail freights from St. Louis to New York averaged 22½ cents per bushel, making a difference of 16½ cents per bushel. Later, the rate per bushel from St. Louis to Liverpool via the Mississippi was only 18½ cents, whereas at the same time by the rail routes via the Atlantic sea ports it was 30 cents per bushel, a difference of 11½ cents in favor of the river route, and now it is stated that there is a profit in shipping from St. Louis to New Orleans in barges at 4 cents a bushel, or \$1.33½ per ton, and these figures show that the 27,000 tons of corn, of which the *Railway Reporter* speaks, cost for transportation \$18,000, instead of \$1,800.

We are a little particular in these statements, because, when the river and harbor appropriation question comes before Congress, a general hue and cry is raised of corruption and jobbery. The navigable streams of the country are estimated at about 34,000 miles, of which the Mississippi and its navigable tributaries constitute about two-thirds, and as highways of commerce and travel they are free to all the people, and being free to all the people should be improved by appropriations made by the General Government. It is well-known what the General Government has done to help the railroads of the country, but railroads are *not* free for all, not even when the Government more than pays for them in land, which is better than money. It is shown that since 1873 the Government has appropriated for rivers and harbors as follows:

1873	\$5,588,000
1874	6,102,900
1875	5,218,000
1876	6,643,517
1877	5,015,000
1878	
1879	8,307,000
1880	9,577,494
1881	8,976,500
1882	11,547,800
1883	18,743,875
1884	
1885	14,948,300
Total	\$100,608,380

An average of \$7,705,141 a year, no appropriation having been made for the years 1878 and 1884. During the past thirteen years, as we have shown,

Congress has expended \$100,668,380 on rivers and harbors. We will suppose that two-thirds of the sum has been expended on navigable rivers, \$67,118,380. We have no data at hand by which we can determine the amount appropriated for the navigable streams of the country from the first, but for convenience we will suppose that it is double that appropriated during the past thirteen years, or \$134,236,760. It is held that the railroads of the United States equipped have cost \$40,000 per mile. If so, then the General Government has appropriated a sum for the improvement of the navigable streams of the country equal to building and equipping 5,028 miles of railroad, and in doing this the Government is improving and making navigable free of cost to the people about 26,000 miles of water highways, of which the Western rivers constitute about 20,000 miles; and just here it is worth while to remark that a syndicate of English capitalists stand ready to take the lands given by the Government to the Northern Pacific Railroad at \$300,000,000 the moment the question of title is established.

It is not probable that railroads are to supersede rivers as commercial highways, nor *vice versa*. But the rivers are the highways of commerce made by the Almighty, and while the sun continues to transform the mists into clouds and the clouds drop their moisture upon the land, the rivers will flow to the sea. They will never wear out; deepen their channels they will. Railroads will wear out; how often, let those tell who know, but as population increases the demand upon the water highways will increase. To what extent, it is scarcely within the range of the imagination to tell. To those who desire a picture foreshadowing the demand, we invite them to take a map of "our country" and contemplate the valley of the Mississippi, the mighty "Father of Waters," and his out-reaching tributaries. It must be remembered that the valley of the Mississippi includes the valleys of all its tributaries, in which the Missouri is included. What an empire!

And yet but sparsely settled, and its food-producing capacity so great as to baffle conjecture.

The time is not remote when the navigable streams of the West—the Mississippi and its tributaries—will bear on their mighty bosoms a large per cent. of the surplus products designed for export to the markets of the world. When quick transportation is required from the interior to a seaport, railroads will perform the service, but the great bulk of the products of the West do not require quick transportation, and the cheapness of transportation will always make the river a formidable competitor of the railroads, and every dollar judiciously expended on the rivers is in the interest of the people, and within the entire range of government expenditures there is not one which contributes more to the interests of workingmen than that which improves the navigable streams of the West. Enormous freight rates advance the cost of food products, and hence anything that reduces the cost is in the interest of those whose incomes demand economy.

THERE is a cry from some quarters that railroad building is far in advance of the requirements of business, and that every mile of new track laid depreciates the investments already made. In the face of this clamor railroad building goes forward with a rush, and it is said by those whose opinions are accepted as authority in such matters that not less than 6,000 miles of track will be laid during the year 1866, the largest mileage since 1883, when it was 6,714. The fact is that railroads honestly managed will pay fair dividends upon actual investments, but when the public is required to pay dividends upon water the managers are in a position to make the public contemplate "annual statements" with surprise.

It is said that all the employes of the Vandalia system of railroads, with their families, are once a year granted free passes over the road. That is clever.

FRONTIER REMINISCENCES.

IX.

He might heal the sick, or staunch the bleeding wound's red flow,
But who will quiet the anguish of a heart that suffers an ungrateful blow.

Jim Beckwith, the scout, as if making a preface to the story he was about to relate, layed his pipe on the bench near him, and throwing one leg over the other, folded his arms, resting in an easy natural position. "Let me see," he began, looking down at the ground a short distance in front of him, as though he was consulting a memorandum, "A family named Scott lived in Missouri in 1858, composed of five persons, the parents, two daughters and one son. The eldest daughter was, I learned from her brother that year, married, and the mother of two beautiful children. Frank was this brother's name. When first I met him he was in company with two others on the head waters of the Laramie, hunting and trapping. He was a young man, brave and careless, having some of youth's ambitions. This was his second visit to the land of the Decotahs, and like hundreds of others, having similar experiences, had surrendered to an indomitable and unexplained desire to return." Perhaps it is due to the consciousness of that unlimited freedom we find ourselves enjoying in the wild West: the removal of that restraining discipline in the socialities of life practiced in the centers of population, that too often is carried to a degree of tyranny, checking the natural outpourings of our sympathies, the most beautiful adornments of the heart's emanations. I do not wish to detract from the beneficial influence of civilized society; but the discordant affectation to be found there is disgusting to a generous nature. It is an insult to true politeness.

"This Frank Scott may have had many bad features in his composition that I had not learned. I believe we should court ignorance of things the knowledge of which would lessen our estimation of our friends. Yet, the knowledge of an injustice should find many tongues to denounce it. Give me the man who fearlessly defends his friends against all comers; holding and protecting opinions that he will neither flaunt nor hide. He who has no opinion, has no principle,

and he who has no principle is not worthy the confidence of a friend. I remember in the declining months of that year when the Indian summer had died, leaving its thousand beautiful colored tints upon the trembling leaves of the asp and the cottonwoods, just before Frank, with his two partners, had started for their home, with their two-horse wagon, containing a generous load of furs, beaver and mink with some Indian tan buffalo robes, the fruits of their summer's toil. He was assisting the other two in loading the wagon. Picking up his rifle he laid it with great care on the seat; he usually drove. I smiled at the affection he displayed for it. Turning quickly he saw what he evidently interpreted to be an expression of derision on my face. Phases of our character, that we are pleased to term a weakness, cannot be ridiculed even by an intimate. I saw that his sensibilities were offended, and remarked: 'A good rifle, Frank,' I said, 'like a good horse, is worthy good care.' 'Ah! Jim,' he replied, 'you are very kind to see me always as I wish to be known.'"

"My first introduction to an acquaintance with this Frank Scott," went on the old scout, turning towards me, his manner displaying that agitation that earnestness brings, at the same time resting his right ankle on his left knee, "came about in this way: I had been hunting along the base of the range near the Medicine Bow, you remember it is near Elk mountain, where the timber lays as thick on their steep dark sides as the grass on the prairie. Well, one day coming to a handsome little park that lay partly hid in the shadow of the pines and the cottonwoods, deepening as it hugged the mountain; through it came a pretty brook, rippling like a maiden's merriment, that had dashed out from the darkness of the woods, singing in the sunshine. There on its bank, near where a bunch of red-willow was caressing the stream, from which he had been drinking, the bright drops yet dripping from his mouth, stood a tall, fat, black-tail buck; his head was majestically crowned with beautiful spreading antlers. The herd over whom he seemed to have been watching were luxuriating within the glen. It was a most tempting shot. I could not resist it, though at the time we were eager and excited on the hot

trail of a bear that led into the pines. I nervously seized my rifle, raising it quickly from the pommel where it rested; in doing so the hammer caught on some of the trappings and went off; with the explosion the rifle burst at the breach, tearing and lacerating my hand in a terrible manner, and sinking an ugly splinter in my thigh. The Indians, on coming up to my assistance and learning of the accident, gathered some herbs and bound them about the wounds, using bandages of buckskin, portions of their dress that they cut in strips. Immediately after this operation, in company with one Cheyenne, I struck the trail that led across the lower range of the Laramie river, intending to follow that stream to camp. Four long, painful hours had passed before the Laramie came to view. We had scarcely enjoyed its companionship for a mile, when we suddenly came upon two men busily engaged washing the sands of a wild tributary that leaped madly out of a chasm in the mountains. The eldest on seeing us, reached for his pistols; the youngest, looking at my arm, inquired if I was wounded. After explaining what had happened, both men picked up their pans and shovels, and led the way to their cabin, that was hid in the brush about half a mile up the stream. They kindly offered me the hospitalities of their humble quarters, which I gladly accepted. The pains of my wounds, and the loss of blood occasioned by them, left me very weak. In the cabin was the third trapper, who was dressing some beaver skins; he stopped in his work, giving an inquiring glance at his companions, and then a rather suspicious one at the strangers; however, what anxiety he may have entertained at our intrusion was soon quieted. Seated on a log in the hut a few minutes afterwards, while the Indian was lariatting the horses near by, I saw the young man take from a kind of an old traveling bag a soiled envelope, one or two bottles and some small packages. The envelope he handed to me saying: 'That, sir, is my name, and by examining the contents,' he continued in a cheerful tone, 'I am sure you can assist me in preparing our compounds.' On the envelope was written 'Frank Scott,' and within was the following:

"Take some arnica for contusions, bruises,

etc. Lint, you will find most important for wounds, particularly gun-shot wounds. A small box of carbolic salve would not occupy much space, and is an efficacious remedy for blood poison. The free use of ammonia to the parts bitten by poisonous reptiles will arrest the damaging effect that otherwise would have followed. Provide yourself with about six ounces of it. Carry a small vial of carbolic acid; to ten drops of this add sixteen ounces of water, that is about one-third of a pint; saturate some lint with this solution and apply it, then bandage up the wound. You have used quinine for fevers too often to need any hints from me concerning it. It is an excellent tonic. The bite of poisonous snakes, such as the rattlesnake, is most dangerous, and will prove fatal unless attended to at once, even then the circumstances must be favorable to the sufferer. Give the patient a very liberal quantity of brandy, even though his drunkenness makes him helpless. The effect of the liquor will completely counteract that of the poison. A person bitten by a snake and who has been previously addicted to the use of alcoholic intoxicants, and they are all more or less adulterated with alcohol, cannot receive the benefit that a person would who has not followed or courted the vice. The system of the former is so charged with the stimulant, or rather it is so often called upon to respond to its application, that the vitality is exhausted, the organs to be reached are dormant and cannot be aroused. This state of things gives a free uninterrupted course to the poison that the reptile had inserted through its fangs, and adds power and fatality to its stroke. On the other hand the latter is sensitive to the introduction of the liquor, and is more easily and acutely affected; it acts immediately. The medicine is a stranger and is therefore effective. If, by accident or otherwise, you should receive a wound in either limb or arm, whose copious bleeding was alarming, caused by the severing of artery or vein, if an artery, tie above, if a vein tie below the wound, closing the arterial channel by the pressure. For the want of something better, a twisted cord made from your little roll of bandage acts very well. The injured artery can be distinguished from a vein by the manner in which the blood comes from the wound. If an artery is

severed the blood escapes from it in the quick repeated motions that is given to it by the heart's pulsations, if a vein the blood flows freely and quietly from the opening. With every beat of the heart goes three ounces of blood through our entire circulation.'

"That sir," said Frank Scott, after I had read the paper, 'was given to me by an old friend, a physician of my native town, a few days before I took my departure. He is a man whom I honor and respect, and in whose honesty and integrity, skill and ability I have the most implicit confidence. You see,' he continued, he was standing before me with the several articles in his hands, 'I have followed his instructions; here is the carbolic acid, and within that paper there,' it had rolled on the ground, 'is wrapped a small coil of bandage. That? that, sir,' I had taken the little bottle in my hand, 'let me see, yes that is the arnica; you see they are all marked so there can be no mistake. I have had no occasion to use any of them yet, and while I regret that you need them, yet I rejoice to be able to afford you that assistance.'"

Tim Fagan.

[TO BE CONTINUED.]

A HINT.

"We were speaking of handsome men the other evening, and I was wondering why K. has lost the beauty, for which, five years ago, he was so famous. "O, it's because he never did anything," said B.; he never worked, thought, suffered. You must have the mind chiselling away at the features if you want handsome, middle-aged men." Since hearing that remark, I have been on the watch at the theatre, opera and other places, to see whether this is generally true, and it is. A handsome man, who does nothing but eat and drink, grows flabby, and the fine lines of his features are lost, but the hard thinker has an admirable sculptor at work, keeping his fine lines in repair, and constantly going over his face to improve the original design." I know of no sculptor like the thought concentrated in the mind of the locomotive engineer, who assumes the task and responsibilities of running his engine, with an express passenger train attached, sixty miles in sixty minutes.

W. E. L.

For the Magazine:

THE LOSS OF MY ROOM-MATE.

Dear reader, I want to relate a short story.
Of a gentleman friend who has left me alone,
And ask, if you think you can find any glory
In his leaving a room-mate his absence to moan.

For my part, I think he has acted deceitful,
And ought to be punished for what he has done—
He secured my affections, and then, to be spiteful,
A young lady's heart he laid siege to and won.

Last night he was married to this excellent creature,
And all thoughts of me flew out of his head;
While I unaccustomed to such a new feature,
Went quietly home to my bachelor bed.

I never thought he'd forget me entirely.
Because of the pledges we'd made heretofore,
And I ne'er thought what I prized and cherished so
highly
Would so soon become to my room-mate a bore.

Can he ever forget, for one single instant,
The first time we met, and he thought me a chunk,
And always appeared to be very distant
Until I said, "come, put your clothes in my trunk."

'Tis then we waxed strong in our double affection.
'Tis then we went wearing each other's good
clothes,
'Twas then we'd go down and dig up a collection
To paint the town red and take in all the shows.

How well I remember our slyness and cunning.
In making a sneak on the last pair of socks,
And then we'd declare that we only were funning.
And the one that got left would go buy a new box.

And how we would rustle for clean shirts and collars.
While each getting ready some dance to attend,
And last of all, how we'd divide all our dollars.
In order that both would have something to spend.

How on cold winter mornings we'd agree to pull
matches
To see who'd get out and build a warm fire
For chummy to dress by and pull on his breeches.
And read the last poems of "Shandy McGuire."

But now things are changed 'round the old bunking
quarters:
Together no more will we mend up our clothes.
For now he has one of Charles Case's fair daughters
To do up his shirt fronts and darn up his hose.

But I'll stop my expressions of grief and emotion:
For of course this last action is all for the best:
It is only the course of true love and devotion—
And his happiness, now, is my only request.

And now, as I look at my own desolation,
I am sure I admire a young benedict's life,
For a single existence is full of privation.
And can't be compared to a home and a wife.

So I think that I'll put myself on the market,
And if the right one comes and wants to invest
By this time a twelve-month you will hear of a ban-
quet,
And then you will know I've been put to the test.

Then fill up your glasses with clear, sparkling water,
And down the long ranks of the Brotherhood's
line
Let our congratulations ring out in a chorus,
May long life and happiness ever be thine.

James E. Mulligan.

SOUTH PUEBLO, COLO.



MESSRS. EDITORS:—The addition of a Mechanical Department to the Magazine is evidently a step in the right direction, for it has brought forth a number of answers to queries from correspondents in widely scattered points of our territory, proving that the "boys" from the east and the west, the north and the south, appreciate the interchange of thought thus afforded, and are ready to take advantage of it. Welcome, then, to "Eccentric," "Piston," "Dick," "Lubricator," "Modoc" and "Smoke Arch," and may they be only the vanguard of many more to follow.

Having already alluded to "East Line," let me proceed to take up the correspondence in its order as published. We first find "Eccentric" answering the stationary and movable plane puzzle, introduced by Mr. Lockwood in the July number, and which I also answered on page 463 of the August number. It would at first seem that my answer, and "Eccentric's," were different, and they are; but, when viewed from the same point, they will be found alike. In my answer, I said that the end of the movable plane "B" would be twice as far from the starting point, when the wheel "A" had made one revolution, as the wheel "A" itself was; or, to bring my statement to "Eccentric's" figures, and take a wheel $9\frac{1}{2}$ inches in circumference, and use it as directed, I mean to say that when the wheel has made one revolution, or moved $9\frac{1}{2}$ inches, the end of the movable plane will be just twice as far, or 19 inches, from its starting point. And, I suppose that "Eccentric" means the same, when he says: "Slotted plane 'B' moves $9\frac{1}{2}$ inches (ahead of wheel 'A'?) in one revolution of the geared wheel 'A' upon the stationary plane 'A,' at the same time it has moved $9\frac{1}{2}$ inches upon the stationary plane 'A,' because when you add the first $9\frac{1}{2}$ to the last $9\frac{1}{2}$ inches, you will have 19 inches," which corresponds with my answer.

As all your correspondents agree in regard to the queries of "Fire-box" and "Fireman," about wheels slipping and valve motion, those points need no further discussion, but "Piston" asks a question which requires some explanation. He asks: "Does the piston travel?" As we are not personally acquainted with the "Piston," it may be presumptuous in us to say that we believe he does travel, but whether it is "in the straight and narrow way," or in forbidden paths, is more than we will now affirm. But, perhaps "Piston" did not allude to his own travels, so we will give him the benefit

of the doubt and consider the travels of his namesake, and take the piston of a locomotive. I answer, "It travels;" both in relation to the locomotive, and in relation to the ground or objects at the side of the track. That it travels back and forth in relation to the locomotive is apparent, but lest it might be taken up in a wrong sense, let me explain that the piston moves ahead in the cylinder when the pin is passing from the back to the forward center in running ahead, and that while passing from the forward center to the back center, still running ahead without slipping, the piston will stand still, and allow the steam interposing between it and the front cylinder head to push the locomotive ahead to the end of its stroke. The piston does travel, and does stop and allow the locomotive to travel up to it, and repeats this action with every revolution; but, this is only in its relation to the locomotive and its component parts, for, in relation to all other objects along the track, the piston ever travels and never stops, as long as the locomotive is in motion. To make this proposition plain, let us suppose that we have a locomotive with driving wheels 16 feet in circumference, a little over 5 feet in diameter, and that her stroke is just 24 inches, or 2 feet. Suppose you place the main pin on the right side on the back center; suspend a plumb from the guide just at the back end of the cross-head and another plumb from the back end of the cross-head itself, and mark the point over which they hang. Now, move the locomotive forward a half revolution, and stop on the front center. You will find that the plumb attached to the guide has moved just 8 feet from its former position, while the plumb on the cross-head will show 10 feet, which is its movement, for it traveled 8 feet with the locomotive and shoved itself to the front end of its stroke, 2 feet more, which makes 10 feet. Move the locomotive another half revolution, still ahead, and stop on the back center again, and the two plumbs will be together again, as at the start, but, while the guide plumb will again indicate 8 feet, the cross-head plumb will only show a movement of 6 feet during the last half revolution; but as both are in the same relative position as they were at first, it proves that they have both traveled the same distance, which is proven by adding the 8 feet indicated by the guide plumb during the first half, to the 8 feet shown during the second half revolution, making 16 feet, and by adding the 10 feet and 6 feet shown by the cross-head plumb, making also 16 feet.

There seems to be a pretty generally entertained idea that the cross-head and piston stand still at least during a portion of its stroke, but I think the illustration given above will suffice to show its erroneous nature. If driving wheels about 15 inches in

diameter, or 4 feet in circumference, were put under a locomotive, and had arms attached extending far enough beyond the tread of the wheel to carry pins with a 2-foot stroke, you would have a piston that would make the whole of its forward movement while the pin is passing from back to front center, in running ahead. It would then stand still and let the locomotive catch up, and so, alternately, move twice as fast as the locomotive, and stop half of the time for the locomotive to catch up. It would thus be possible to construct a locomotive which would have a piston that would travel and stand still, alternately, half of the time; but, while such a locomotive would, no doubt, be very powerful, it would be entirely too slow for the present age, the tendency of which seems to be for larger wheels and increased speed, rather than power. As the driving pins in this supposed locomotive are beyond the tread of the wheel, it would require a rail elevated a foot or so above the ties to give clearance to the rods and other machinery.

Having pretty thoroughly considered the "Piston" and its travels, let us proceed to look at the pin, as requested by "Smoke Arch." The line drawn on a strip of paper fastened at the side of the track by a pencil attached to the pin of a locomotive would differ somewhat, according to the size of the wheel and length of stroke, but all would be in the shape of an arch, more or less extended in length or height, with an inverted arch of a smaller size connecting the longer arches. Take wheels as before supposed, 16 feet in circumference, with 24 inches stroke, and it is self-evident that from the time the pin leaves the bottom quarter till it reaches the same point again, it makes one revolution and travels along 16 feet, besides rising from its lowest to its highest point and sinking back again to its lowest point, thus rising and falling two feet each way in the 16 feet in length. As it makes two kinds of arches, let us divide them at the center line of the driving wheels, and we will find that the inverted arch, described by the pin from the time it leaves the dead center, and, passing to the bottom quarter, rising again to the dead center, is only about 6 feet in length and 1 foot in height, while the erect arch, described by the pin in traveling from the dead center, over the top quarter to the dead center, is about 10 feet in length and 1 foot in height. These proportions vary, according to size of wheel and stroke, but it will be pretty safe to say that, generally, the inverted arch is only about half as long as the erect arch. By the by, this explanation also seems to demonstrate pretty clearly that the top of the wheel travels faster than the bottom, for, as above shown, the pin moves along only 6 feet while below the center of the wheels, while it moves 10 feet when going over the upper half of its revolution.

Vulcan.

MESSRS. EDITORS:—Heretofore, in the columns of the Magazine, I have endeavored, by illustration and explanation, to lay down the correct principles governing the mechanics of locomotives, on which to ground all my future articles, and to adapt correct mechanical practice to correct mechanical principles. I have several propositions, which I will state in this article. I am told, by men eminent in railway mechanics, and also in the theoretical science of mechanics, that the *axis* of motion and the *centre* of motion, are *one* and the *same* thing, and I would like to hear from the Brotherhood as to their belief in this matter.

Some years since, a gentleman, one of the foremost in this country as an authority on locomotives, stated two propositions to me, and asked my opinion upon them:

First. "In my mind, there would be no difference in the action of a revolving wheel, resting on a rail, whether the wheel was rolling forward, or held stationary and the rail drawn under it, it being understood that the wheel revolves in each case."

Second. "I consider there is no difference in the action of the wheel, when revolving it forward or backward, resting upon the rail, or greasing the rail so that the wheel would slip."

Referring to "Vulcan's" inquiry, in the third paragraph, page 223, April Magazine, as he has made the inquiry twice, I wish now to say that I have not overlooked the matter, but having had considerable correspondence upon a very similar question, with several gentlemen largely interested in the construction and operation of locomotives, I propose treating that question later on in my article bearing directly upon that subject, and may quote at the same time, the views of others.

In my next article, I shall commence to treat upon the various actions of the locomotive, looking to their direct bearing upon "the hammer blow of the drivers," and results from these and the other causes, which I shall refer to. I shall ask the Brotherhood to say whether I am right or wrong on these movements, and I shall endeavor, from study and practice, to prove that I am right; and if they will prove that I am wrong, they and I will be just that much the wiser.

William E. Lockwood.

MESSRS. EDITORS:—In reply to 'East Line' in the August number, "Which way will a pair of drivers move if taken from under an engine and placing a rope on the pin that is on bottom quarters?" By pulling the rope they will move toward you, because the rail is the axis, not the axle, as the case would be if the drivers were under an engine.

Will some of the firemen tell me which end of a main rod travels the farthest in one revolution, and give reason? S.

About Fast Engines.

We clip the following correspondence from the *West Chester Republican*:

Editor Republican.—The following paragraph is from the *Philadelphia Record* of August 7th, 1886:

One of the new style engines being built for service on the Bound Brook division of the Philadelphia and Reading Railroad was taken from the shops at Reading, for a trial trip, yesterday. This engine is the make of the one that made the remarkable time of a mile in forty seconds, upon its completion, last week.

These new engines of the Reading road are said to be the heaviest four-wheel-driver passenger engines in use. Size of drivers 68 inches diameter, size of cylinders 21 inches diameter, 22 inches stroke, steam pressure 150 pounds, weight on drivers 73,950 pounds. The "Engineer of Tests" of the Pennsylvania Railroad has put himself on record that a class "B," Pennsylvania Railroad engine, at the speed of 60 miles an hour, strikes a blow on rails and bridges of 9 tons and 28 pounds at each revolution of two drivers. He has said, further: "It is needless to add that for other speeds, this will increase or decrease with the squares of the speed, and, at 60 miles per hour, it will be 44 per cent. greater." That is, an increase of speed from 50 to 60 miles an hour increases the blow 44 per cent. A class "B," Pennsylvania Railroad engine, stands about 47,000 to 50,000 pounds on her drivers. Cylinders 18x24 inches, diameter of driver 68 inches, steam pressure 130 pounds.

These blows, according to the authority quoted, are struck by the 300 pounds of counter-balance in the drivers.

It might be an interesting question in "Theoretical Dynamics" to inquire, if, after having shortened the stroke, in the Reading engine as compared with the Pennsylvania, two inches, and increased the diameter of the cylinders 3 inches, the steam pressure 20 pounds, the weight on drivers 23,000 pounds, the speed from 60 to 90 miles an hour, how much is this blow increased, and what must be the effect on engineer, rails and bridges, saying nothing of "nerve shock" on passengers?

Enquirer.

TRENTON, Mo., Aug. 28, 1886.

MESSRS. EDITORS: Let me give my idea in regard to the travel of a valve when at full stroke or "hooked up." My opinion is that the valve travels as fast in one position as the other for the reason that when a valve is working at full stroke it commences to travel as soon as the "belly" of the eccentric passes the forward or back centre, while, when "hooked up" on the centre it does not move at all. Comparatively speaking, therefore, when working at full stroke the valve travels farther but it travels a longer period of time than when "hooked up," for, as "Piston" asks the question, I

would say a valve cannot travel at any time faster than the throw of the eccentric. In regard to the sliding of wheels around curves, it certainly must be the driver on the inside rail, which slips back, as the most of the weight is on the outside rail. Now I would like to ask the boys a question, which was asked by one of our members, and which some old-time runners could not answer until he showed them. It is this: When an engine is traveling forward what portion of the engine travels backward? If Mr. Lockwood makes a circle eight inches inside diameter, with the notches on the inside and you put a four inch notched wheel in this circle and run it around the eight inch circle, how many revolutions will the four inch wheel make? M. P.

ANACONDA, MONT., Aug. 16, 1886.

MESSRS. EDITORS:—Here is a query for the next issue: On a ten wheeler, or any kind of a six wheel connected locomotive, where the forward pin moves close, inside the cross-head, what kind of a line would this pin leave on the cross-head, if so arranged to leave a line?

Smoke Jack.

MESSRS. EDITORS: I would be pleased to learn, through your valuable Magazine, if an engine should break a front cylinder-head, could the go-ahead eccentric on the same side be slipped so as to make the valve keep the forward steam port closed? If so, in what position must the eccentric be to work successfully.

STEAM GAUGE.

COMO, COL., August 10, 1886.

MESSRS. EDITORS:—I notice that "Fireman," from Ottawa, Kansas, asks a question about the slide valve. I would like to ask what time in the stroke the valve travels the faster, that is, when the lever is in the corner, also, if you have the engine on the dead center, is not the valve in the same place when the lever is in the forward corner as when in the back corner; also, how much does it travel when the lever is moved from the forward corner to the back corner?

J. C.

ST. CATHARINES, ONT., August 16, 1886.

MESSRS. EDITORS:—In answer to "A Member," in July number, I am of the opinion that freight train No. 4 should not have arrived at yard ahead of schedule time. Where your correspondent is employed, switch engines must clear the main line ten minutes before all regular trains are due. Apparently this rule is not in existence where "A Member" is employed, therefore I see no alternative, and the freight train in question went in at its own risk.

C. W. R. R.

OIL CITY, PA., August 17, 1886.

MESSRS. EDITORS:—How many times does the crank-pin revolve in one revolution of the driver?
Crank.

FORT WAYNE, IND., August 9, 1886.

MESSRS. EDITORS:—In reply to the question asked by "Smoke Arch," in the August issue of the Magazine, relative to a line a crank-pin will make while a locomotive is in motion, I will state that I cannot describe the line as well as illustrate it, any more than it is a continued line of reverse curves.
Member of 265.

GARRETT, IND., August 15, 1886.

MESSRS. EDITORS:—In answer to the query of "Fire-box," in the May number of our Magazine, I would say: As the outside rail is the longest, the wheels must slip; and, as the wheels are rigid, and one can not slip unless the other slips, they neither slip forward nor backward, but they slip sideways. The outside wheel crowds against the outside rail and slips off, and so on, until the entire curve is made.
B.

ELLINWOOD, KAN., August 7, 1886.

MESSRS. EDITORS:—On page 463, of the August Magazine, I notice the following question: "If you take a pair of engine drivers out from under an engine and place them on a level track with one pin on bottom quarter, and place a rope on this pin, and stand near the rail some eight or ten feet from the drivers and pull the rope, will the drivers move toward or from you?" My answer is, they will move toward you.
Truly yours, B.

GLENN FERRY, IDAHO, August 5, 1886.

MESSRS. EDITORS:—Will you please settle this question: A. and B. have a wager on the signal flags of the Chicago & Alton R. R. A. bets that the *stop* flag used by bridge and track men is a large red flag with a *white* strip in the center, that is, two horizontal broad *red* stripes with a *white* stripe between them, and the *slow* flag is a small plain red flag. B. bets that it is simply a *red* flag for a *stop* flag. They have agreed to refer the matter to you. A. insists that these were used on the C. & A. in '78, which B. also disputes. Should you not be possessed of the necessary information, will some of the Brotherhood boys of the C. & A. assist you? The writer knew Dan Smart, John Kincaley, J. W. Smart, J. Stoffels, and many others in No. 18, at Slater, Mo., to be on the road at that time.
Respectfully,

Subscriber.

[Will some of our C. & A. members kindly supply the information desired in the above?—EDITORS MAGAZINE.]

KANSAS CITY, MO., August 19, 1886

MESSRS. EDITORS:—Will some of your contributors please answer the following question: Take a ten-wheeled locomotive that has the eccentrics on the forward axle, and the main pins on the middle driver; when out on the road, you break one of the pins on the forward end of the side-rod—can the engine be taken to the shop without being towed in? Can the engine be run with the eccentrics on one axle, and the crank-pins on the drivers of a different axle?

Throttle Gland.

St. LOUIS, MO., August 18, 1886.

MESSRS. EDITORS:—Seeing a question in your August number, signed by "Smoke Arch," who wants to know "what the motion of a crank-pin is while the engine is running, *not slipping*;" I claim that it does not make a circle, but sweeps an arc of a circle. This can be more clearly demonstrated by drilling a hole in the center of the crank-pin and putting a pointed pin or a scratch awl in the hole, and moving the engine slowly along some boarding, so it will scratch the motion thereon, and you will have the result above stated. The above is a shifting center, and not a stationary one. I am no right or left hand side man, but only an old subscriber.
T. C. B.

MESSRS. EDITORS:—Referring to "East Line," in your August number of the Magazine, I have an answer and an illustration to make in reply thereto; but there is one question that I must ask "East Line" to reply to, before I can answer the question intelligently. He says, "take a *pair* of engine drivers," etc., with the pin on the bottom quarter, to which he attaches the rope, the counter-balance in that wheel, say of — pounds, would be in a line *perpendicular* to the pin, wherein the driver on the other side, the pin and counter-balance, would be in a line *parallel* with the center of the wheel, and the pin or counter-balance would be either forward or backward of the center, as the other wheel was that of the leading or following engine.

On receiving an answer to this inquiry. I will endeavor to reply.

Eccentric.

THE *American Machinist* says: The injector was a discovery, not an invention. Its action being based upon an apparent anomaly, has never been easy of explanation. Scientists laugh at the efforts of the practical man to explain the action of the injector, and then set up theories which neither they themselves nor any one else can explain. We are moved to the above by noticing a recent explanation of the action of the injector, which makes the whole subject exactly as "clear as mud."

THE THIRTEENTH ANNUAL CONVENTION OF THE BROTHERHOOD OF LOCO- MOTIVE FIREMEN.

The Thirteenth Annual Convention of the Brotherhood of Locomotive Firemen has passed into history. It was in all regards the most important meeting ever held in the interest of our Order, and the results are such as to dispel all misgivings as to the stability and perpetuity of the organization. Before entering into details, we must return to the auspicious Tuesday morning, September 14th, when the special train, placed at our disposal by the generous management of the Chicago, Milwaukee & St. Paul Ry., steamed out of the Milwaukee depot at Chicago. The engine was decorated in the most artistic style. Appropriate mottoes and inscriptions added to the beauty of the decorations, and at 7:30 A. M. the "gaudy girl" began to move, drawing with her five coaches filled with Delegates and their families, all bound for Minneapolis and the Firemen's Convention. A more happy or enthusiastic delegation never congregated. The gathering was happily blended, and one and all joined in making the day the red letter event of the Brotherhood. At Milwaukee engines were changed, a handsomely decorated beauty taking the place of the first. At Portage City another change of engines was made, and while waiting at the depot a band discoursed sweet music to liven the spirits of the occasion. At La Crosse the last change of engines was made, and the delegation was met and formally received by the General Committee of Arrangements, under the leadership of Frank X. Holl, Chairman, and Wm. T. Nickles, Secretary. At St. Paul the Ladies' General Committee met the train and formally received the delegation in behalf of the Ladies' Auxiliary. The trip from Chicago to Minneapolis was a constant ovation. Each engine seemed to vie with its predecessor in appearing more handsomely festooned and garlanded, and all of them were so richly and tastefully decorated that we confess our inability, even were we so disposed, to say which of them outstripped the others in the race for the coveted laurels. All the arrangements were thorough and complete, even to the remotest details, and the praises of the visitors were spoken upon

every hand. The generosity of the officials of the C., M. & St. P. Ry. was especially the theme of comment, one and all joining in expressions of thanks and gratitude for such opulent courtesies. The train arrived at Minneapolis at 8:30 P. M., having made the run in thirteen hours, and was met at the depot by a large number of members of the home lodges. The delegation was formed in line by the committee, and, headed by a band of music, proceeded to the West Hotel in a body, where the visitors were received and assigned to their respective rooms in a remarkably short time, having been registered in advance by Clerk Hyser, who was aboard the train and had made these arrangements to avoid confusion and delay.

The opening ceremonies were held at the Grand Opera House, Wednesday morning, September 15th, a full report of which we copy from the Minneapolis Journal, as follows:

The Thirteenth Annual Convention of the Brotherhood of Locomotive Firemen of North America held its opening session at the Grand Opera House this morning, Col. John T. West presiding.

The Procession.

Locomotive firemen are accustomed to schedule time and promptness. For perhaps the first time in Minneapolis history a line of march was formed at the exact moment advertised this morning. After stowing in a good supply of fuel from the West bill of fare the locomotive firemen carried about 150 pounds of enthusiasm pressure as the delegates formed in line for the march to the Grand Opera House. The route selected was down Hennepin to Washington, to Nicollet, and up the latter avenue to Sixth street. The formation of the procession was as follows:

Platoon of fifteen police.

Three mounted marshals with regalia.

Musicians' Protective Union Band.

Standard bearer with Brotherhood banner.

One hundred and twelve firemen in regalia.

One hundred and seventy-three firemen with badges.

By 9:15 o'clock the delegates were comfortably seated in the Grand Opera House, and five minutes later the band had com-

menced the rendition of the overture from Maritana.

At the Opera House.

When the curtain rose at the Grand Opera House this morning the Grand Officers of the Brotherhood and participants in the programme saw assembled in front of them as intelligent and fine looking an audience as is ever seen in Minneapolis. A number of ladies and on-lookers occupied the parquet circle seats. A small stand containing a few bunches of roses in vases and a number of flowering plants near the private boxes were the floral decorations of the stage.

At the conclusion of the overture, Chairman F. X. Holl, of the local committee, introduced Col. John T. West as a former "knight of the punch." Col. West addressed the convention as follows:

Col. John T. West.

GENTLEMEN OF THE BROTHERHOOD OF LOCOMOTIVE FIREMEN: In accepting your kind invitation to preside at the opening exercises of your thirteenth annual convention permit me to say: I do so with much pleasure and thank you most heartily for the honor conferred. It comes home to me with greater force in that at a former period of my business life my associations were with the men on the locomotive—the engineers and firemen, and the remembrance of that period to me has always been one of great pleasure.

Since the organization of your Order at Port Jervis, in New York state in 1873, your membership has increased until now we find more than 16,000 members enrolled in your ranks, surely a most wonderful and phenomenal growth and one worthy of great rejoicing and congratulation. When we consider that quite a large percentage of the young men of the United States are employed in active railroad work, and that your organization embraces a present large and to-be-increased percentage of those young men, who having once entered into railway service rarely leave it, we see the necessity for an organization, one that must command the respect of the business interests and the support and encouragement of every class in our community. That it may have perpetuity these classes should and will be fully convinced that your aims are high, looking toward the improvement of your members in every way. With strict observance of your motto, 'Benevolence, Sobriety and Industry,' there can be no doubt of the final outcome.

In your body we have a class of men who are all bound to improve their business con-

ditions. You are all in the line of promotion in your profession, and to you the growing transportation interests of the country must ever look for the skilled labor that is their constant need. In conclusion, let me say that I trust your stay with us may be pleasant to you all; that you will carry to your homes and associates good tidings of your visit to our city, and that in all the worthy undertakings you are about to engage you have my sincere wishes for your present and future success."

Rev. J. H. Tuttle

Rev. J. H. Tuttle next delivered a fervent invocation asking divine blessings upon the work of the Brotherhood, and praying that each member might bear the banner of Benevolence, Sobriety and Industry, and that the work of the Convention might result in material and spiritual profit to the participants.

The applause of the selection by the orchestra next on the programme had scarcely died out, when Col. West read the following letter from Gov. Hubbard announcing his inability to participate in the exercises:

Gov. L. F. Hubbard.

STATE OF MINNESOTA, }
EXECUTIVE DEPARTMENT, }
ST. PAUL, Sept. 13, 1886. }

Frank Holl, Esq., 1301 Second Street, South,
Minneapolis, Minn.:

MY DEAR SIR: I regret to advise you that I will be unable to welcome the Brotherhood of Locomotive Firemen at their convention on the 15th inst. I have been quite ill the the past two weeks, and am still required to keep my room most of the time. It is a great disappointment to me that I am unable to meet your association as expected, and I would request that you express my earnest regrets to the members of the convention. Yours respectfully,

L. F. HUBBARD,
Governor.

Mayor Ames was then introduced and was greeted with applause as he stepped to the footlights in his close-buttoned Prince Albert, and delivered an address of welcome as follows:

Mayor A. A. Ames.

GENTLEMEN OF THE BROTHERHOOD OF LOCOMOTIVE FIREMEN, LADIES AND GENTLEMEN: On behalf of the good people of the great city of Minneapolis it is my pleasure at this time to extend to you a cordial and most sincere welcome to our midst. I hope that what I see before me and what I have learned this morning in reference to your

organization may continue with a God-speed from everybody who likes to see good progress. It is through such organizations as yours that I believe the world has become better and that there will be soon worked out that which we all hope for: Peace on Earth, Good will toward men. Again, I extend to you a most cordial welcome to our midst and hope you will find when you leave Minneapolis that you have been in a city which has extended to you every welcome that you could desire.

Owing to the length of the programme and the engagement of the opera house for a matinee, it was announced that a portion of the musical selections would be omitted, and Col. J. B. Maynard, of Indiana, was introduced. His poetic address was frequently applauded and was finely delivered. From his manuscript he read as follows:

Col. J. B. Maynard.

MR. PRESIDENT:

To speak in public on the stage,
May or may not be all the rage,
In this wonderful talking age,
When oratory, in school and college,
Transforms the youth into a sage,
And makes men stare that so much knowledge
Is secured ere beard is grown,
While down is on the upper lip--
Before wild oats are fairly sown,
Before the old man's lost his grip
On his Johnny-jump-up's collar--
Because unwilling to "let him rip"
Ere he's learned to earn a dollar.
It is a fact well understood,
We old folks seek young folks' good,
And are generally in the mood
To take our places on the rostrum,
And whether the theme be fire or flood,
Offer our "cure all" nostrum--
Premising, that before taking,
The patient should be particular
To give the remedy a little shaking,
And then, sitting or perpendicular,
Swallow, without grimaces,
Swallow, with smiling faces,
And note with care the speaker's pauses,
Where, apropos, come in applauses.

MR. PRESIDENT:

Before proceeding
Further with this rambling reading,
I think it would evince good breeding
To have these Firemen understand
That though this city's great, exceeding
Many cities in the land,
That isn't that which now I'm heeding--
I am here to extend my hand
In token of a friendship, ever
Warm as when first we met,
For auld lang syne, now, forever,

For old lang syne, boys, you bet.
Before I speak of Minnesota
In a way I think I ought to,
Permit me to devote a thought to
The ladies, once more, God bless 'em,
No matter how oft I've sought to
Tell my emotions, I can't express 'em--
Still I can wish, if love's a chain
That in it may be found a loop
To catch some bashful fireman swain,
Some knightly hero of the scoop
Who has not known what great felicity
Is to be found in domesticity.

MR. PRESIDENT:

If I have not read amiss,
Your city of Minneapolis
Takes rank with Indianapolis--
The scene spread out before my eyes
Is one I shall ne'er dismiss
From memory. Oh, 'tis a glad surprise!
Go where they will, these men of fire
Are always met with open arms,
And here, methinks, each large desire
So grandly met, all fear disarms--
That when from your embrace they go,
To face death and dangers on the rail,
Their watchword in weal and woe
Will be, "Minneapolis, all hail!"

MR. PRESIDENT:

For men I speak,
Whom I have known when they were weak,
Whose courage, "when Greek meets Greek,"
Is equal to fate's dire decree.
When fire and steam their vengeance wreak
The Fireman is what he should be--
Firm at his post. O, see him fall!
One loving thought for home, and then,
Provide the bier, the shroud, the pall;
But ere at his grave you say "amen,"
Let valor have its meed of praise;
In eulogy bewail the fate
Of one who in olden, knightly days
Would have been lamented by the State.

MR. PRESIDENT:

May I intrude
A sentiment of gratitude
For a brotherly beatitude
Which comes to homes when weeping
mothers
Realize death's solitude;
When children, fathers, sisters, brothers,
Mourn for those who'll come no more?
Then forthwith bolts and bars are drawn
And from out the hoarded store
Come benefactions which disarm
Hunger of its relentless fangs,
Penury of its dread alarm--
And the heart's severest pangs;
And where moans erstwhile were heard,
And where sorrows sought to brood,
Now the soul with joy is stirr'd
And sighs "God bless the Brotherhood,"
That transforms darkness into light,

Dispels the low'ring clouds of gloom.
Good angels smiling view the sight
Where love changes night to noon.

MR. PRESIDENT:

Dismissing such wide discursion,
Permit a word about this excursion,
Which I esteem an immersion
In whirling tides of satisfaction;
Indeed 'tis something like conversion.
This I say without detraction
From any other state or city
Since when young I first began
Reading, in prose or ditty,
Travels from Minnesota to Japan.
Here laughing waters saw your lumber,
Here curling waters grind your wheat,
And now, if you could catch the thunder,
Or an earthquake as it tramps along
From South Carolina to Minnesota,
Who with your motors could compete,
Or vie with your triumphal song?
Then Minnehaha laughing, singing
Liquid music, every note a
Response of union bringing
From sunny lands once so remote:—Ah!
Now, they're near us—here, around us—
Fraternal ties have closely bound us—
Friendship's chain doth here surround us,
And its hooks and links are strengthened
The more the golden chain is lengthened.
We know no North, no West, no East,
No South; "kindness" voices our opinions,
And ever at our annual feast
We have honored guests from the Queen's
dominions.

MR. PRESIDENT:

Firemen, Ladies,
I have found that this grade is
A little steep for one whose trade is
Not that which makes Cicero
Known from seven-hilled Rome to Cadiz,
Some several centuries ago.
And now, one word
Which oft hath stirred
Manly hearts, and woman's too;
It's not that gentle word adieu.
It sounds more like a moan;
There's something dirge-like in its tone.
Nor is it that old refrain—
"When shall we meet again?"
Byron sang it when revealing
To the world that intense feeling
Born of love for Harold's story,
Which wreathed the poet's name in glory;
And when 'twas finished, said "farewell!"
A word that hath been and must be
A sound that's like a funeral knell.
Sad as the tones of stranded shell
When sighing for its native sea.
And lingering with no intention
To delay the proceedings of this convention,
But because my tongue and heart
Each are struggling to be heard,
Ere we from such scenes depart,
And sadly say the final word—
FAREWELL.

Grand Master F. P. Sargent, next introduced, had his personal popularity fully attested by a round of applause. He proceeded to read his annual address, which was attentively listened to. The full speech of Grand Master Sargent was as follows:

Grand Master F. P. Sargent.

CHAIRMAN, LADIES AND GENTLEMEN AND BROTHER DELEGATES: The ever-moving wheels of time, carrying forward the innumerable inhabitants of the earth, stop not. The ever-rushing tide of humanity, the ever-onward march of civilization, seeking new fields to conquer, speak to us in thunder tones of the progress of the age; and if we, representing an organization renowned for its advanced principles, would keep pace with this mighty throng, we must also be progressive as the age in which we live. And with this end in view, the Grand Lodge of the Brotherhood of Locomotive Firemen of North America to-day erects its altar here in this beautiful city, on the banks of the great Father of Waters, where but a few years ago the red man roamed at will, and no shrill blast of the locomotive, that chief trumpeter of civilization, startled the wild deer from his lair, and where to-day stand great edifices dedicated to the worship of the Almighty, lasting monuments to the enterprise and thrift of the American people.

The growth of the city of Minneapolis and of the Brotherhood of Locomotive Firemen has been so rapid that it seems fitting that we should make comparisons to show the giant strides that are made, when progress is the watchword, and when every man puts his shoulder to the wheel and shouts, March on! History informs us that the city of Minneapolis, from its incipency, manifested a spirit of pluck that was sure to meet with success, and the founders of the city can look with pride upon the efforts of their early days, while the people of the whole country stand with uncovered heads acknowledging her to be the peer of all cities of the land. What has brought about this state of affairs? Enterprise! A spirit of ambition to keep up with the times. In Port Jervis, N. Y., December 1, 1873, eleven men, following the vocation of locomotive enginemen, laid the first stone in the foundation of as grand a structure as was ever conceived by man. Desiring to benefit themselves, and elevate their social and moral standing, and knowing that this could only be brought about by organization, working together, meeting together, associating together, they commenced their life work, knowing that they would have obstacles to overcome and battles to fight, yet with a determination to carry forward the good work until every worthy locomotive fireman in the land would be an honored member of the organization. The obstacles that strewed their pathway, the

discouragements they encountered, were all overcome, and month after month, year after year, they saw their structure growing. Out from the little town of Port Jervis went the influence of Benevolence, Sobriety and Industry, the triune motto of the Order. Locomotive firemen everywhere felt the elevating influences of the Brotherhood, and came flocking to its standard, and new Lodges were instituted; until to-day, only a little over twelve years, we see a grand Brotherhood, composed of 330 Lodges, containing 17,000 as noble men as ever breathed the free air of America, standing beneath a banner inscribed with a title that brings joy to every locomotive fireman's heart, "The Brotherhood of Locomotive Firemen of North America," the result of ambition, progress and devotion to duty. Like the city of Minneapolis, the growth of the Brotherhood has been phenomenal, and no better place could have been selected for the meeting of our Thirteenth Annual Convention than this city, where we see on every hand the result of ambition and enterprise, two qualifications needed to insure success. It is not my purpose to tire you with a long address, but, in a few words as possible, to explain the mission of our Order, and the duties that each member is expected to perform.

When we contemplate the rapid growth of our Brotherhood, how in thirteen years it has grown in numbers from 11 to 17,000 members, we cannot help but admire the work of the men who only a few years ago were looked upon as being devoid of principle and unworthy the association of respectable people. Organizing themselves together for the purpose of advancement, selecting for their watchwords, "Benevolence, Sobriety and Industry," living true to every obligation, faithful in the discharge of every duty, they saw their efforts crowned with success, and to-day, wherever the locomotive proclaims the advance of civilization, you find the locomotive fireman an honored and respected member of society. To be a locomotive fireman and a member of the Brotherhood is to be regarded as the peer of all men. Benevolence being one of the teachings of the Brotherhood, and being brought into daily use in our calling, our members are constantly impressed with the necessity of being prompt in meeting all financial obligations, so that the Order can at all times discharge its liabilities to its members. During the few years that our Order has been in existence there have been paid out for the benefit of members and their families over three quarters of a million dollars. This money has gone out to relieve the wants of those who would have been left to the cold charity of the world had it not been for the benevolent work of our Brotherhood. Again, this Brotherhood teaches its members So-

briety. Realizing how essential it is that locomotives should be manned with sober men, the Brotherhood has placed in its platform this plank, and when a candidate enters our Order the great principle of Sobriety is taught him in such a manner as to leave a lasting impression upon his mind. We believe that Sobriety is one of our safeguards, that to leave out that principle of our Order would prove detrimental to the interests of all classes of society, and as one of our objects is to better the condition of all railroad men by good example, we continue to urge upon our members the necessity of being sober men. Do you ever think what serious results would come to the public if the enginemen in whose hands is placed the keeping of the locomotives of our land, that draw the thousands of cars, freighted with human lives, were men of intemperate habits—were not able to control themselves, but with brain crazed with drink would rush on regardless of orders or signals, causing certain destruction to all who were so unfortunate as to be placed in their keeping? The Brotherhood realizing the result of such men manning our locomotives, inculcates this virtue of Sobriety into the mind of every member, and by rigid laws seeks to keep only sober men in its ranks.

Industry is another of the teachings of our Brotherhood. We desire all our members to be good workmen, prompt in the discharge of every duty, faithful at their post. We desire to place upon the countless locomotives a class of men that will be indispensable to the welfare of the company by which they are employed. We desire to furnish men who will make good engineers, for out of our ranks must come the engineers of the future, and our Order must educate its members in such a way that there will be a demand for them. When a fireman is wanted a member of our Brotherhood will be preferred, and the card of our Order will be all the recommendation necessary when application is made for a situation; and if principles are lived up to as laid down in the laws governing our members, this state of things can and will be brought about. Brother Firemen, let us all renew our obligation and vow within ourselves that we will all be more faithful in the discharge of our duties, not only to the Brotherhood, but to our employers, and thus win the respect and admiration of all we come in contact with. As a fireman, let us respect our engineer, rendering him that deference due him as our superior upon the footboard. If you are an engineer, remember the responsibility that rests upon you and always prove yourself a worthy knight of the throttle; be sober, industrious and practice benevolence, and success will attend you. Work for the Brotherhood that has caused locomotive enginemen to be respected and honored citizens of the land.

Railroad building in this country is by no means completed. The principal roads are continually making improvements in the road-bed and equipment, by which distance is shortened, speed increased and the safety of passengers promoted. New lines are being constructed, and engineers and firemen are in constant demand. With our teachings of sobriety and industry, and the good influence brought to bear upon the members of our Order, we cannot but feel that the class of firemen we would supply, would be such as the traveling public would prefer to have in such responsible positions, while railway officials would recognize in a member of our Brotherhood a faithful employe, always at his post, and not afraid to do his duty. Courage is one of the requisites that go to make up a good engine-man. A man to ride upon a locomotive must be a man of nerve, one that can face danger in all its trials, and in the hour of disaster retain his presence of mind. The Brotherhood teaches this, and the man who has not the moral courage to face danger, should never apply for membership in our Order. Day by day we read of accidents upon the rail where engine-men lose their lives in the discharge of their duty. Did you ever consider the position of an engine-man when dashing along at a speed of forty miles an hour? He sees the misplaced switch, with the siding filled with cars heavily loaded, and knowing that there is no power to prevent him from colliding with this terrific force, when with only one thought and that to do his duty, he goes down to death. Do you not think, kind friends, that it requires men of nerve to fill the positions that these bronzed veterans fill, and do you ever consider, in the face of all these dangers, that in many cases they are the most poorly paid of any class of workmen in our land? And yet, such is the fact in many sections of our country. It is one of the purposes of our organization to secure reasonable wages for the engine-men of this country, believing that when men risk their lives day by day, in sunshine and storm, in daylight and darkness, they should have a fair day's pay for a fair day's work, and that is what many locomotive engine-men are not getting to-day.

We are a labor organization, you would say. I will answer, yes. Knowing that only by organized effort we can protect ourselves, we have adopted certain methods whereby we can obtain justice at the hands of our employers.

There are sometimes men so selfish and narrow-minded that they consider that a laboring man has no rights, that he is simply a slave in the service of his master, and, unfortunately, there used to be some of that kind of men who got to be railroad presidents and managers, and they could never enjoy a good night's sleep, unless they were

getting all the receipts of the road, while the poor engine-men were compelled to work eighteen hours out of twenty-four for a mere pittance. The Brotherhoods have wrought a change. Those old fossils have nearly all gone to the rear, and more liberal, broad-gauged men have taken their places, and the railway presidents and managers of to-day are more disposed to give their employes fair wages.

The Brotherhood of Locomotive Firemen asks nothing that is not just; we do not want one penny more than we rightfully earn; we believe that our calling is one that should command good wages for faithful services, and we desire also that all our members shall render such service. We recognize the fact that our employer has certain rights that we, as employes, are bound to respect, and it is never our purpose to antagonize. Justice is our motto; justice not only to ourselves, but to our employer. I believe that if organizations of labor keep in mind that great principle, and are officered by men that are conservative, that are willing to look at both sides of a question and settle on a basis of equal justice to both employer and employe; and when the employer will be willing to treat his employe with that spirit of fairness which is due all faithful workmen, recognizing in them men of intelligence, capable of knowing right from wrong, that strikes and strife will seldom come, and if they do, it will be when every well-thinking man that has the true principle of manhood will endorse the organization struggling for its rights. I desire the members of the Brotherhood of Locomotive Firemen to so conduct themselves that when they go before a General Manager, Superintendent or Master Mechanic, they will meet with those courtesies due a manly man. I want General Managers, Superintendents and Master Mechanics to feel that they have in a member of the Brotherhood of Locomotive Firemen a faithful employe, one they can place confidence in, and when he comes to them in a respectful way, and lays before them a grievance, that they will give him a hearing and render him justice.

Our system of adjusting grievances is by arbitration, believing this is the only sure method of preserving harmony between employer and employe. If at any time we feel aggrieved, we make a statement of our grievance and place it in the hands of the Grievance Committee of the local Lodge. The chairman of this committee, through its secretary, calls the committee together and examines into the merits of the grievance, and if considered just, the committee so reports to the Lodge with proper recommendations, and if the Lodge considers the grievance worthy of action, it orders the committee to proceed to adjust the matter. The committee then call on the Master Me-

chanic and Superintendent, and in a gentlemanly manner lay the grievance before them, and if possible arrive at a satisfactory settlement. If the Master Mechanic and Superintendent have not the power, or show no disposition to treat with the committee, they go to the General Manager, from him to the President, and so on until all means have been exhausted to secure a settlement. If they fail, they then send for their chief executive, and on his arrival he, in conjunction with the committee, again uses all means within reason to effect a settlement. Failing again, it then lies in the power of the Grand Master to order the men to quit work, or, in more plain terms, to strike. Now, the Brotherhood of Locomotive Firemen have been in existence nearly thirteen years, and during that time we have not been involved in a single strike. We believe that the conservative stand that has always been taken, and the intelligence of the men that have been our leaders and committees, have been the means of making this record. It has been said that firemen would never be recognized by railway officials in the adjustment of wages or the settlement of grievances. I desire to dispel any such opinion from the minds of all. During the last year we have had a large number of our committees to wait on Presidents and General Managers, and in every instance they were cordially received, and received a satisfactory advance of pay, and the result is that firemen are looked upon by officials as men capable of reasoning, that they are qualified to go before a President or General Manager and discuss questions relative to their vocation, better than men that are not following the same occupation, even though they ride on the same engine.

The Brotherhood feels proud of its record, and it is our purpose to carry forward our good work in the same straight-forward manner. It is our purpose to ask nothing of our employer but what is reasonable, believing that it is the policy of the railway managers of the present day to treat with their employes in a fair and liberal manner. It has been my experience, during the limited time that I have been connected with railroads, that most of the dissatisfaction that arises between employer and employe originates in the overbearing, tyrannical action of some petty foreman, oftentimes a Master Mechanic, and employes censure the officials, and sometimes affairs assume a serious attitude, when, if the employe would go to the proper authority, the President or General Manager, and lay his grievance before them, he would get immediate satisfaction. Oftentimes the officials know nothing of the existence of any dissatisfaction until they are informed that the employe has struck; then it is too late to present the true situation to the official who, having had no

intimation of trouble, feels greatly incensed at the action of the employe, and immediately turns against him, when, had the facts been presented to him, the foreman or the petty boss that caused the dissatisfaction would have been looking for employment, while the employe would have had justice. There is only one way to adjust our grievances, and that is by a careful statement to the proper authority. Then, if we fail to obtain satisfaction, we can feel that we have done our duty, and the responsibility rests with employer, not employe. During the past few months we have observed in many localities troubles arise between employer and employe. The cry has always been, labor fighting capital. Capital is not the enemy of labor; it is not capital that labor is opposing; it is the monopolist, and such monopolist as grinds down the laboring man to starvation wages in order that he may enrich his own coffers. Labor is the creator of capital and as such there can be no strife between them. It is the monopolists who control capital that antagonizes the laborer and compels him to work for scarcely enough to keep his family in food, and it is such monopolists that to-day have capital bound in chains and separated from its creator—labor. For years laboring men have been subject to reductions in wages, until in many instances the amount of their daily earnings would scarcely buy food sufficient to sustain life. Men of liberal views have observed this state of affairs, and many of our great thinkers have examined into this question, and becoming convinced that it was wrong to allow their fellow-men to be trodden down by a class of men that have only one ambition, and that is to control all the capital of the land, have organized for the purpose of getting for the laborer, the creator of the vast wealth of this country, a reasonable day's pay for a reasonable day's work, not to antagonize capital, but to ask that he who creates the wealth of the land shall have at least enough to clothe and feed his family and live in a respectable little home. To be sure, there have many things occurred during the past few months that have caused some of these organizations of labor to be looked upon with suspicion, and there are many that stand ready to condemn them, but let us not be too severe; we have all made mistakes and we should always be willing to concede to others what we would ask for ourselves—charity; and let us be charitable to those that during the past year have been involved in difficulties with their employers. The members are not to be censured for all is done by these organizations. Officers that wield the power can involve an order in difficulty by making unjust demands. Men ought never to be placed at the head of these labor organizations who are unprincipled or unjust. Place men there

who will work to the interests of those he represents and at all times avoid conflict when it is uncalled for. I am convinced that the labor troubles of the past few months have been beneficial to us all, notwithstanding there have been many wrongs committed, many lives lost and much property destroyed. This we all deplore, and any order that sanctions any such actions on the part of its members should be condemned. We believe that the trouble we have experienced will teach a lesson to all organizations of labor. We cannot be too careful whom we admit to our Order, one bad man may ruin a whole Lodge and bring disrepute upon the whole Order. Look well to a man's character and standing before you admit him, and then when placed in a situation, where he is brought into service, you will find that in all his duties he will do right and bring credit to himself and the Order. In admitting only such men we may hope to receive the endorsement of all good people.

We turn to our Constitution and there read in the preamble: "For the purpose of effecting a unity of Firemen, and elevating them to a higher social, moral and intellectual standard, and for the promotion of their general welfare, and the protection of their families, the Brotherhood has been organized."

Let these words be engraven upon the hearts not only of our membership, but the great public, so that our aims may be understood and our ambitions appreciated. Our preamble voices the sublime sentiments of our fraternity, and we trust they may touch a responsive chord in the hearts of all good people.

Before closing my address it is fitting and proper that I should pay the tribute of fraternal respect and gratitude to our sister organizations in the labor cause. The Brotherhood of Locomotive Engineers is largely represented here to-day, and I desire to assure its members that we entertain for their Order, its principles and purposes, the highest sense of appreciation. May the largest measure of success attend your noble mission. To the Order of Railway Conductors, we return the assurance of our gratitude and esteem. The Knights of the Punch have the warmest friendship of the Knights of the Scoop. Yes, and we must not forget the Brakemen. We are naturally in sympathy with a brakeman, for his life is always within the shadow line of death. And all honor to brakemen for building up a Brotherhood that, like our own, is dedicated to the ennobling principles of Benevolence, Sobriety and Industry. The Yard Masters and Switchmen and all other labor organizations that are dedicated to right and justice, to happiness here and hereafter, have the full measure of our best wishes for prosperity and success.

To the distinguished gentlemen who have and will address you, to the good people of Minneapolis, to this appreciative audience, I return thanks and gratitude a thousand times.

J. E. Phelan, of Brainerd, traveling engineer for the Northern Pacific railroad, and member of Division 144, B. of L. E., in behalf of the Brotherhood of Locomotive Engineers, delivered one of the best speeches of the day, and was frequently applauded. Mr. Phelan said:

J. E. Phelan, Esq.

LADIES AND GENTLEMEN—Especially gentlemen of the Brotherhood of Locomotive Firemen: Allow me to extend to you the assurance of good will and sincere wishes of P. M. Arthur, Grand Chief Engineer of the Brotherhood of Locomotive Engineers. He would be here to-day did not prior engagements prevent it.

Being about to start on my first trip at firing—firing ideas at your understanding—you will do me a favor by suffering in silence a few minutes. Not accustomed to wearing gloves when firing or running, it is not my purpose to wear any on the present occasion. In handling the coal pick and scoop—in cracking a few lumps of coal, I hope to so control the flying particles that eyesight may not be impaired—sight feeds nor cab windows broken. You know an engine cab is a glass house, and people dwelling in glass houses should not let lumps of coal fly in a dangerous manner. In placing coal this morning I wish to keep a level fire and maintain even steam pressure while creating force with which to propel my train of thoughts. If I do not do this, it will be because I do not know so much about speaking as I do about firing.

It is customary for outsiders when addressing delegates in convention assembled to think up brains full of sweet sayings, and happy compliments to throw at the hearts and fancy of individuals, gain applause, and exciting the admiration and enthusiasm of the grand body, lead them to believe that they are the choicest of God's chosen few; in this way the organization or order represented is made perfection, and there is a tendency to forget one's trade or occupation and the duties of the hour, and become banqueted lords for the time being—at least such have been my thoughts at engineers' conventions. The firemen need not take them home unless appreciated.

You are assembled here to-day for a given purpose—to legislate for the good and welfare of the Brotherhood of Locomotive Firemen. About a month from to-day the Brotherhood of Locomotive Engineers convene in New York City for a similar purpose relating to their organization. Here we find

kindred organizations meeting over a thousand miles apart, though trending in the same direction in all that pertains to the work or welfare of either.

The Brotherhood of Locomotive Engineers is the pioneer organization, having started and grown under trials and difficulties, and often against opposition of stern and oppressive nature. It has elevated the standing of locomotive engineers as a class, morally and socially. It has given aid to the distressed and made many a home more cheerful with knowledge of being provided for after the death of an engineer, husband or father. Yet the organization is not perfect. Its members are not all up to the ideal standard, for they are not engineers, and there is too much cussedness in human nature to permit an ideal standard to any society on earth. The Engineers' Brotherhood has cared for its needy ones and righted the wrongs of many of its forces, and it continues to do good. There is much yet for it to accomplish; there is much that it cannot accomplish, and there is more that it is criticised for not doing, while I believe there are some things which it has been pretty sharply criticised for doing. Notwithstanding its reputed strength and power and praise accorded it, there are hundreds of its members who are to-day seeking employment as locomotive engineers throughout the country in vain. This matter alone excites unrest and criticism, and brings us face to face with a problem that must be solved. I do not wish to evade the issue, but let us look for the present in another direction. The Brotherhood of Locomotive Firemen, as I understand it, is an organization based upon broad principles of benevolence and equality, and has grown into strength and prosperity with rapid strides, until to-day it stands the peer in intelligence and enterprise of any labor organization on the continent. Coupled with its intelligence and enterprise, is a settled purpose to advance in material prosperity, and gain position together with the wherewith that goes to make home happy and life contented.

So far your growth has been unopposed by corporate power, until quite recently kindred organizations assisted your progress in every way. A year since you had reached that point which warranted you in assuming all the rights and privileges of citizenship. You then asserted the purpose to act for yourselves in all matters pertaining to your material worth and advancement. What has been your experience for the year? What lessons have you learned? In the direction to which you looked for most aid and encouragement in your new attitude, you but met with disappointment, which ultimately may prove a most valuable experience, for when individual ambition or the tread of an organization's purpose meets

with disappointment, there is a world of power and strength in true manhood. Respect is commanded by sturdy and active independence. The Brotherhood of Locomotive Firemen is sufficient unto itself for all purposes for which it exists; you desire better wages, you should first prove that you are worthy of them, then you cannot be blamed for seeking and acquiring all you can get. To improve your members in their calling, and to make them skillful in all matters pertaining to their duties is your privilege, and ought to be your duty. As a labor organization, you should make the skill of a member at his trade the most important qualification required and insisted upon. So long as you neglect this point you make a mistake. It is an error from which the engineers' organization is not free.

We find the Master Mechanics and Car Builders' Association meeting year after year and discussing the most common points relating to their respective trades. They set a good example. Yet we find the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen meet year after year, and the common and important points relating to skill and advancement in knowledge pertaining to the common calling, are completely ignored. But throw out a hook baited with an excursion and you bite like a fish, and get there with the vim and enthusiasm of Sunday school juveniles. As a natural consequence there are hundreds of firemen who do not know the true principles of firing, and there are hundreds of engineers to whom valve motion is an unsolved mystery—they work their machine in a certain notch, and in a certain way because some engineer for whom they fired did it in that way before them. Like begets like. Firemen continue wasting tons of coal while cogitating on the best methods for disconnecting an engine and getting her to the shop on one side, instead of studying and knowing the best methods for keeping machinery, and the engine from falling to pieces. So long as this point is neglected, and firemen become engineers without knowing how to fire or care for machinery, so long will we find engineers, like doctors practicing medicine, who have never learned the mysteries of a dissecting room—they can kill but they cannot cure.

If you furnish incompetent men for promotion, and come in direct competition with the engineers' organization, who is to blame for it? Perhaps the engineers are to blame themselves, for no one knows the qualifications of a member better than associates working side by side. So long as engineers receive and retain as members men who are unworthy in matters of morals or skill in occupation, so long will hundreds of its members seek employment in vain, and the unworthy ones will hang like millstones about

the necks of the worthy ones who should have positions. If we find firemen seeking promotion to engineers' positions without first knowing the duties for which he is paid—if firemen are promoted and afterwards discharged for incompetency, it is somebody's business to say whether they are engineers or not. If there are men who have succeeded in drawing engineer's wages for years while wallowing in mists of alcohol, and the extravagant use and management of supplies and machinery, who can blame master mechanics for not retaining or giving them employment?

There is need of concerted action among engineers and firemen, not for the purpose of warring on railroad corporations, nor for protection from railway officials, but for protection from each other. Not only should engineers be protected from the encroachment of firemen, but you should receive and have protection from one another in your respective organizations. You should know to what limit you may go without injury to yourselves. The fireman should have the privilege of placing an incompetent engineer on trial, and engineers should in return be insured competent and intelligent firemen. Think how humiliating it must be for a first-class fireman to fire for a third-class engineer. The engineers should feel the disgrace of having a third-class engineer in their organization, especially if he draws first-class pay.

I hope to see the firemen grow toward the engineers on common and firm ground, not for purposes of amalgamation, but for mutual advancement in all that pertains to the occupation.

The Brotherhood of Locomotive Firemen can maintain its independence and should do so. You can compete with engineers in ability, but look out for squalls if you compete with them on price.

Unity among labor organizations is possible and right in principle. It becomes practicable on broad and common issues; but when it is attempted to join forces and bring different trades into common action, it fails. You have your squabbles and factions within your organization. The engineers have not been free from the same. Should it not teach a lesson concerning the outcome of joining adverse interests. Christ's mission of earth was to establish a universal brotherhood. Centuries have marked its progress, and to-day we find it as divided in sentiment and united action as when He preached by the sea of Galilee.

Self-preservation manifests itself and all the preaching concerning federation of labor for purposes other than legal or legislative reform will have little practical effect.

The occupation of engineer and fireman is a field for study. The equipment of engines and trains, freight and passenger, with

automatic brakes, lubricators and other appliances of efficient service, is making the calling year by year more important, where bright minds and marked ability will have a chance to prove their worth. It is time for the respective brotherhoods to bear these facts in mind, and be doing something for the security and advancement of membership.

At the conclusion of Mr. Phelan's address the orchestra enlivened the programme by a number of selections from "The Mikado," after which Mr. A. J. Blethen, of the Tribune, delivered an informal address which was full of quiet humor and pleasantly received. Mr. Blethen facetiously referred to the experiences of newspaper men and firemen. He said:

A. J. Blethen, Esq.

LADIES AND GENTLEMEN, and Members of of the Locomotive Brotherhood: It gives me great pleasure as a newspaper 'feller' to have an opportunity to congratulate you this morning upon your splendid organization and your representation here. A very curious experience I have been going through in the last ten or fifteen minutes in listening to the orations that have been presented by your members. The wonder has been to me where would these men I see before me have landed if they had entered some other profession beside that of locomotive firemen. If you can produce two such orators here without any special effort, what would you have done if you had turned your attention to the ministry or the law.

There is another thing which has occurred to me—where can these men have got all this information? and suddenly it came over me that sometime you have newspaper men upon your trains. At the station you have a chance to get at the newspaper men, especially the ordinary reporter as he goes about from place to place representing leading metropolitan papers and perchance being the proprietor of all papers in the Northwest. When you meet a man of that sort you are bound to get some information, and in such a way that it lights up the torch of oratory.

There is not a better place anywhere on the face of the earth to place your banner than in the state of Minnesota. There is not a people anywhere on the face of the earth of greater liberality, of greater kindness of heart than the people with whom you will here associate. I say this not particularly as a resident. I have lived here but two years. I am a cow-boy from Kansas City.

It is my happy privilege through a bit of hard work, to be at the head of the two

newspapers of this city; the Tribune and the Journal, and these papers will extend to you all the space you can occupy. You may make all the speeches, tell all the yarns, and do anything else that the mayor will permit and we will publish it. May I ask you before you leave this city to visit that little institution across the stream that has cost 3,000 people of Minneapolis \$517,000 to build, and which was built within four months. We have placed within it the finest exposition without exception that was ever shown in this country. After you have seen all the wonders that can be shown you by others, come over to the Tribune building and we will show you two modern presses which take paper from an endless roll, making an eight-page paper like that I hold, printing, cutting, folding and dumping at the rate of 30,000 an hour. Gentlemen, I thank you for your attention.

Grand Organizer J. J. Hannahan.

Grand Organizer and Instructor J. J. Hannahan addressed the convention eloquently as follows:

MR. CHAIRMAN, LADIES AND GENTLEMEN: I purpose to-day to say some words to you on the advantages of organization in general, and in particular the advantages to the entire community of the organization of which I have the honor to be a humble, and, I hope, useful member, the Brotherhood of Locomotive Firemen.

Among a large and conservative class of people there seems to be a feeling of hostility towards organized labor. This feeling at this time finds its special expression in a general condemnation of labor bodies as socialists and anarchists.

We should respect an honest difference of opinion on the all important questions of economics that are now agitating the public mind, engaging the attention of statesmen and provoking the discussion of philosophers. With that class of persons who see no harm in an intemperate classification of American workmen with a few foolish, frantic fanatics I have little patience.

Workmen do not feel called upon to continually profess their loyalty to the state and their devotion to the social order. Our sentiment in public affairs rejoices in a large and exulting spirit of nationality—a spirit which counts no cost, spares no exertion and deems no life too precious to be devoted to the salvation of the state. Speaking for the organization to which I belong, I can truthfully say that its ends and aims are laudable, and its means are those of peace and not of war. We are not bitten with the red flag fantasy of anarchy and we shall not plunge the social order into “a whirling chaos of fantasy and flame.” We seek no liberty but constitutional liberty, and we

bear no allegiance to any flag but the flag of our country.

HISTORY AND GROWTH OF ORGANIZED LABOR.

The prejudices with which organized labor contends are by no means new or are the devices for their repression untried. History which has been devoted to the petty intrigue of courts or the mighty march of devastating armies has lost some of its so-called dignity and has stooped to chronicle the development of the every day thought and action of the nameless multitude which forms the real spirit and lasting fame of a nation. Instead of the tinkle of the court teaspoon ever and anon silenced by the deep and furious diapason of ringing artillery, we hear the clang of the hammer on the anvil, the click of the spade and pick and the ceaseless hum and rattle of commercial life. These are the new sounds of history. The life and times of King Blood or Emperor Carnage lie on the top shelf and the history of peoples is sought for and read by those who love wisdom and know “how charming is divine philosophy.” The recent application of historical methods to the labor problem has developed facts of an astounding character. We are told that labor bodies are the cause of the dissensions now existing in the country. Our answer is that history shows that such dissensions always existed and that every destructive device was exerted against labor organizations in times that are now, happily, fled. Law invoked its penalties and the church thundered its malediction against the workman who ventured to protest against his servitude and to aspire toward a freer, nobler and purer life. In England laws were passed which prevented workmen from combining for any purpose looking towards the improvement of their economic condition. All labor combinations were declared illegal. Any attempt to decrease work or increase pay was punished by imprisonment and exposure in the pillory, and traitor informers were liberally rewarded. These laws were enforced with relentless brutality, and the British laborer sank into an almost hopeless economic bondage. Children labored in mine and factory. From the cradle to the grave there was no ray of hope, no gleam of pleasure for the great majority of the toiling English multitudes. Wages were settled for workmen by justices of the peace, who were appointed by the government from the dominant class. It can readily be conceived that wages were none too liberal and hours were none too short. An appeal from the decisions of the justices was punished vigorously and rigorously.

These are samples of repressive measures that were directed against workmen until the organization and growth of labor bodies—trades unions—in 1824. At that time repressive legislation of five centuries was repealed.

"I contend," says Prof. Rohers in his history of "Work and Wages," "that from 1563 to 1824 a conspiracy concocted by law and carried out by parties interested, was entered into to cheat the English workmen out of his wages, to tie him to the soil, to deprive him of hope and to degrade him into irremediable poverty." This is the sober opinion of an able economist.

When the repeal of invidious laws made the organization of labor possible, little time was required for organized labor to better its condition. Trades unions and other labor associations were nurtured into life, and although watched with malignant vigilance and repressed with passionate violence wherever possible, they were a wonderful power in attaining a long-sought and long denied justice. They are even now the object of alarmist calumnies and direful predictions. But everywhere they aim at a natural and reciprocal justice between employer and employee; and in this only lies their strength. To ask more than justice would be wrong, to demand less would be cowardice.

Thus we have seen that labor organizations are an effect, and not a cause of industrial dissension. The troubles exist and the strike is the only means of directing the public mind to a legalized injustice.

Again, it should be understood that when an employer is contemplating some action that is unjust, burdensome and oppressive to the men under him, the fact that his attempt to accomplish injustice would result in determined resistance often prevents action. The knowledge that attack means battle, with the issue doubtful, has certainly a strong tendency to restrain aggression.

THE OBJECT OF THE BROTHERHOOD.

The Brotherhood of Locomotive Firemen is a labor organization which we think deserves the encouragement and moral support of the public in general and railway officials in particular. It numbers 18,000 men organized into 300 lodges. These lodges are scattered all over North America. The jurisdiction of the Grand Lodge embraces the Canadas, the United States and Mexico.

A Fourth of July orator once bounded the United States: "on the North by the North pole, on the East by the rising sun, on the West by the horizon, and on the South by as far as you have a mind to go." We know that these patriotic orations rarely contain anything but the cold, frozen truth; but candor compels the admission that the orator was bounding our order and applied the limitations to the United States instead.

It is my intention to briefly show that our brotherhood, entwining the flags of sister republics and a democratic monarchy, is an organization of almost immeasurable benefit to the people at large.

The popular idea of a railroad man is that he is an unpicturesque ruffian who combines the virtues of courage and skill with the vices of intemperance and lawlessness. He is popularly supposed to be "full of strange oaths" and his manner savors of that rude recklessness which the habit of facing continual danger is likely to induce.

THE PUBLIC AND ENGINEMEN.

We belong to a class of which the general public knows but little. You enter a train and take your seat. The throttle is opened, the life blood of steam rushes through the iron veins of the harnessed monster and the huge mass starts, moving slowly at first, and then courses with the speed of the wind. Reclining at your ease you watch the panorama of nature rapidly unroll and swiftly pass before your delighted vision. You see rugged "hills whose heads kiss heaven," prairies with rolling waves of verdure, bespangled with flowery jewels, and fields laughing with a golden harvest. You rush through tunnels with Olympus over you, and rattle over bridges connecting sister shores with rivers moving in majesty between. The ceaseless change and noble aspect of nature and the sense of safe and rapid motion fill you with awe and delight.

And all this time in the engine cab are two begrimed and silent men, who curb and spur the iron horse—whose every sense is alive to danger and of whose existence you are scarcely aware. Night falls and you seek repose. They are still on duty. Borne onward by the awful forces of steam they penetrate the gloom—danger is increased, the chances of escape diminished. The firm and nery hand grasps the throttle, the calm and steadfast eye scans the track, a brief and fleeting thread lightened by the fiery eye of the straining monster beneath them. Suddenly, almost without warning, they are in the visible presence of death!

They quail?

Never!

Instinct cries, "Save yourself!" Conscience cries, "Save your passengers!" Coward self is spurned under foot by resolute duty, and not until strength and skill have done their utmost do they observe the voice of nature to preserve themselves.

Nature unnerved by danger or daunted by death—in sunshine or in starshine, in light or gloom, in storm or calm—whether the peril be the opened draw, the broken rail, the misplaced switch, or the awful calamity of collision—never. I say, have engine men failed to do all they could to save their precious burdens, and to die, if need be, at their posts, resolutely doing their duty?

Read the annals of history, recount the splendid deeds of heroic warriors, recite the noble achievements of arms, and they fade and pale alongside of the silent, steady valor

of enginemen, who plunge down into the gloomy gulf of death with little warning and with less applause.

Warriors are trained to the fight, and courage is rewarded by fame in song and story. Numbers encourage the onset and preparation braces the mind. None of these advantages inure to the engineman. He dies suddenly with no plume in the gay wind dancing, and the trumpet of fame dwindles to a penny whistle over his lowly grave. Still their guiding star is duty, and every man of them feels that

"Whether on the gallows high
Or in the battle's van,
The noblest place for man to die,
Is where he dies for man."

LABOR SEEKS PEACE.

Organized labor has an object beyond the amelioration of individuals, and it has other purposes than mere material prosperity. In the economic sense, labor seeks to effect peace between itself and capital by referring disputes to the arbitration of jurisprudence. It seeks to bring into the presence of the serene majesty of law those disputes which menace employer and employee. This end it will achieve at an early day. But labor has another problem.

The dread disaster of internecine conflict averted, workmen will seek to bring about the era of "peace on earth and good will to men."

In a characteristic burst of genius, Carlyle paints a dread scene: "Thirty artisans from the English village of Dumdrudge, with regiments and weapons, are brought to confront thirty artisans from French Dumdrudge, likewise clad in warlike pomp and supplied with the means of death. They aim and fire, and instead of sixty craftsmen there are sixty stark and bloody corpses to weep over and bury amid misery and pain. Had these men any quarrel? Busy as the devil is, not the smallest. How then? Simpleton! Their governors had fallen out and instead of shooting one another had the cunning to make these poor blockheads shoot instead."

The complicated murder we call battle is a survival of barbarous times. Every war is a wall of adamant in the path of civilization. Progress is arrested until the wall is worn away by the attrition of innocent lives. Perfect civilization will not be reached till we have perfect peace. And to have perfect peace the quarrels of peoples must be settled by reason and not by the arbitrament of the sword.

The organization of labor makes a common ground for the toilers of the nations to meet, they learn to love each other and feel their common humanity. They learn to love peace and to hate war. By the union of toiling masses will the poet's dream be realized. The era will come

"When the war drum throbs no longer and the battle flag is furled
In the parliament of man, the federation of the world."

Mrs. C. D. Stevens.

Mrs. C. D. Stevens succeeded Mr. Hannah with a reading of Bob Burdette's "The Brakeman at Church," as appended:

On the road once more, with Lebanon fading away in the distance, the fat passenger drumming idly on the window pane, the cross passenger sound asleep, and the tall, thin passenger reading. To me comes the brakeman, and seating himself on the arm of the seat, says:

"I went to church yesterday."

"Yes," I said with that interested inflection that asks for more. "And what church did you attend?"

"Which do you guess?"

"Some union mission church?"

"No," he said, "I don't like to run on these branch roads very much. I don't often go to church, and when I do I want to run on the main line, where your run is regular and you go on schedule time and don't have to wait on connections. I don't like to run on a branch. Good enough, but I don't like it."

"Episcopal?" I guessed.

"Limited express," he said, "all palace cars and \$2 extra for seats; fast time and only stop at big stations. Nice line, but too exhaustive for a brakeman. All trainmen in uniform, conductor's punch and lantern silver plated, with no train boys allowed. Then the passengers are allowed to talk back to the conductor, and it makes them too free and easy. No, I couldn't stand the palace cars. Rich road, though. Don't often hear of a receiver being appointed for that line. Some mighty nice people travel on it, too."

"Universalist?" I suggested.

"Broad gauge," said the brakeman, "does too much complimentary business. Everybody travels on a pass. Conductor doesn't get a fare once in fifty miles. Stops at flag stations, and won't run into anything but a union depot. No smoking car on the train. Train orders are rather vague, though, and the train men don't get along well with the passengers. No, I don't go to the Universalist, but I know some good men who run on that road."

"Presbyterian?"

"Narrow gauge, eh? Pretty track, straight as a rule; tunnel right through a mountain rather than go around it; spirit level grade; passengers have to show their tickets before they get on the train. Mighty strict road, but the cars are a little too narrow; have to sit one in a seat and no room in the aisle to dance. There are no stop-over tickets allowed; got to go straight through to the station you're ticketed for, or you can't go at all. When the car is full no extra coaches; cars built at the shop to hold just so many

and nobody else allowed on. But you don't often hear of an accident on that road. It is run right up to the rules."

"Maybe you joined the freethinkers?" I said.

"Scrub road," answered the brakeman; "dirt road bed and no ballast; no time card and no train dispatcher. All trains run wild, and every engineer makes his own time, just as he pleases. Smoke if you want to; kind of a go-as-you-please road. Too many side tracks, and every switch wide open all the time, with the switchmen asleep and the target lamp dead out. Get on as you please and get off when you want to. Don't have to show your tickets, and the conductor isn't expected to do anything but amuse the passengers. No, sir. I was offered a pass, but I don't like the line. I don't like to travel on a line that has no terminus. Do you know, sir, I asked a division superintendent where that line run to, and he said he hoped to die if he knew. I asked him if the general superintendent could tell me, and he said he didn't believe they had a general superintendent, and if they did, he didn't know any more about the road than the passengers. I asked him who he reported to, and he said 'Nobody.' I asked a conductor who he got his orders from, and he said he didn't take orders from any living man or dead ghost. And when I asked the engineer who he got his orders from, he said he like to see anybody give him orders; he'd run the train to suit himself, or he'd run it into the ditch. Now, you see, sir, I'm a railroad man, and I don't care to run on a road that has no time, makes no connections, runs nowhere, and has no superintendent. It may be all right, but I've railroaded too long to understand it."

"Maybe you went to the Congregational Church?"

"Popular road," returned the brakeman; "an old road, too—one of the very oldest in the country. Good road bed and comfortable cars. Well managed road, too; directors don't interfere with division superintendent and train orders. Road's mighty popular, but it's pretty independent, too."

"Did you try the Methodist?"

"Now you're shouting. Nice road, eh? Fast time and plenty of passengers. Engines carry a power of steam, and don't you forget it; steam guages show 100 and enough all the time. Lively road; when the conductor shouts 'all aboard' you can hear him at the next station. Every train light shines like a headlight. Stop over checks are given on all through tickets; passengers can drop off the train as often as they like, do the station two or three hours, and hop on the next revival train that comes thundering along. Good, whole souled, companionable conductors; ain't a road in the country where the passengers feel more at home. No passes;

every passenger pays full traffic fare for his ticket. Westinghouse air brakes on all trains, too; pretty safe road, but I didn't ride over it yesterday."

"Perhaps you tried the Baptist?" I guessed once more.

"Ah, ha!" laughed the brakeman. "She's a daisy, isn't she? River road; beautiful curves, sweep around anything to keep close to the river, but it's all steel rail and rock ballast, single track all the way, and not a side track from the round house to the terminus. Takes a heap of water to run it, though; double tracks at every station, and there isn't an engine in the shops that can pull a pound or run a mile with less than two guages. But it runs through a lovely country; these river roads always do; river on one side and hill on the other, and it's a steady climb up the grade all the way till the run ends where the fountain head of the river begins. Yes, sir; I'll take the river road every time for a lovely trip; sure connections and a good time, and no prairie dust blowing in at the windows. And yesterday, when the conductor came around for the tickets with a little pocket punch, I didn't ask him to pass me, but I paid my fare like a little man—25 cents for an hour's run and a little concert by the passengers thrown in. I tell you, pilgrim, you take the river road when you want—"

But just here the whistle announced a station, and the brakeman hurried to the door shouting: "Zionville!" The train makes no stops between here and Indianapolis!"

It was announced that Col. M. W. Glenn, the next speaker, was for some unknown reason unable to be present, but that his sympathies and good will were with the Brotherhood.

Chairman West next read a letter from Mayor Rice, of St. Paul, who was expected to be present and address the Brotherhood. He extended a greeting from the citizens of St. Paul, and expressed a regret at his inability to be present.

Rev. John L. Pitner pronounced the benediction and the Convention adjourned."

Executive Session.

The Convention went into executive session promptly at 2 o'clock Wednesday afternoon. Sessions were held daily, Sunday excepted, from 8 o'clock to 12 A. M. and from 2 o'clock to 6 P. M. The constitution and ritual of the Order were almost entirely reconstructed, and much other work of great importance was accomplished. It was universally conceded that no Convention ever held in the interest of our Order had

such gratifying results. Harmony prevailed among the delegates and there seemed to be but the one animating purpose, that of advancing the interests of the organization. The Convention adjourned shortly after midnight on Tuesday night, the 21st, to meet at Atlanta, Georgia, on the second Monday in September, 1888. The liveliest enthusiasm prevailed, there being every evidence of satisfaction with the work of the week just closed. Among the important changes made in the Constitution is that of holding Grand Lodge meetings biennially hereafter, instead of annually as heretofore.

Parade.

On Thursday evening, the 16th, there was a mammoth civil and industrial parade, and the Brotherhood was honored as usual by being assigned the head of the procession. The Evening Journal commented on the parade as follows:

The appearance of the Brotherhood in the grand procession last night was the signal for continued and hearty applause wherever they passed. They are a fine, stalwart body of men and they marched with the bearing and discipline of old soldiers. The Mexican band preceded them with its inspiring music and immediately behind the band was borne the banner of the Order, attended on either side by Harry Walton, chairman of the executive committee, and E. B. Mayo. Then came the Grand Officers and the officers of Northwestern Lodge, followed by members of the Order and delegates, mustering altogether nearly 500 men. They fairly divided the public interest with the military. C. E. Amos acted as marshal, and D. W. Travis and Thos. F. Mea as his aides.

Special Sermon.

By special invitation, the Delegates and their families attended the Church of the Redeemer on Sunday morning, where a most excellent discourse was delivered by the pastor, Rev. Dr. J. H. Tuttle. The discourse appeared in full in the Tribune, and we take pleasure in reproducing the report as follows:

A SERMON TO LOCOMOTIVE FIREMEN BY REV. J. H. TUTTLE.

A large floral letter "B" stood against the front of the pastor's desk at the Church of the Redeemer yesterday morning, and great clusters of wild flowers held places upon the platform. The service was specially interesting, as the Brotherhood of Locomotive Firemen, who are holding their convention in Minneapolis, attended in a body, and the sermon was addressed particularly to them. Rev. Dr. J. H. Tuttle, the pastor of the church, spoke as follows:

Our church is honored this morning by visiting

Representatives from the Brotherhood of Locomotive Firemen. They came to our city to hold their Thirteenth Annual Convention. The organization is altogether very complete, very influential, very useful and very large, having a membership of more than 17,000. I am pleased that their meeting is extended over the Sabbath, and that they have given to this congregation the opportunity and the pleasure of offering its welcome to them; and also of entering with them in these services of worship.

Your business here, my friends, is so large and so distinct a body, would suggest, perhaps, a special topic for my discourse on this occasion. Christianity itself is seldom specific in its mode of teaching; does not, I mean, often aim its instructions at any particular occupation or profession, but rather, and without mentioning them, to all occupations and professions. It sets forth rules and principles which apply to men in all conditions and circumstances. The business, or mission, of the gospel is to make good men, honest Christian men, leaving them to choose their own place and work in the world. Good men are needed everywhere, bad men nowhere. I have, however, obeyed the most natural promptings of the hour, and determined to address my audience on the subject of labor; and this is my text:

"Whatsoever thy hand findeth to do, do it with thy might."—Ecclesiastes, ix, 10.

The social conditions of mankind, as Solomon knew them more than thirty centuries ago, bore but little resemblance to ours, we imagine. Great changes have been wrought since then, and equally great improvements, no doubt. Not one of us would have the world rolled back to those early times; we would not have it rolled back a century, even. The present is better than the past, and the future shall be better than the present. This is our encouragement, our hope. The world had made immense advances before Solomon. It seemed old to him, and it was old. It seemed wise, too, and it was wise, compared with its beginning. Solomon's own wisdom was deemed extraordinary for that day. It placed him on an exceedingly high pedestal, and attracted the eyes of all the nations about him. But how much older and wiser and more prosperous the world is now!

The question of labor rose possibly to some distinction in that primitive period. It was a question which then, as now, confronted men continually; which then, as now, concerned all classes of people, and over which, therefore, thoughtful minds must have carefully meditated.

The question, however, had assumed but a fraction of the magnitude it has taken on now; and any light thrown upon it then would in any large degree prove very inadequate for us. But I dare say that the condition of the working classes—and the working classes included almost the whole population—was immensely lower then than now. Labor brought less reward in every way, in money and in what money brings, than now. The contrast between labor and capital was greater; the working classes wore a heavier yoke.

If the world has been borne along from the first on a law of progress, as I do really believe, then it should be true, and I do really believe it is, that the condition of laboring men was never since the race began so elevated and so encouraging as at present. Perhaps you can bring statistics which may seem to dispute and refute this optimistic statement, but I no longer place confidence in statistics. They are gathered too often for one-sided purposes, to bolster weak theories. I have not the time, if I had them at hand and knew how to manage them, to offer statistics. I will simply say, realizing how little my opinion is really worth, that, as I read history, ancient and modern, what are called the working classes of society, have always kept abreast of other things in their onward march; that they have the same right to-day to boast of steady improvement that any other class; that education and science and literature and religion have, in what age, in what century, in what year of the world, or what year of our Lord, would the working classes have been born in rather than in this? Would they, if they could, go back to the Hebrew theory? Would they go back to help build the pyramids or to thresh Egyptian corn? Do they long to enter the quarries of ancient Athens? to become Roman galley-slaves?—Are

they so deceived by the enchanting sound of chivalry or the warlike splendor of knights as to wish to endure the despotic burdens of feudalism? In what period of English history would they rather have lived? In the period when barons bore rule and the masses were serfs? In later times when kings stood on the necks of their subjects? When common labor was only another name for poverty, squalor and misery?

Let us put to the working classes another question—In what country would they choose to have been born in earth than in this. What country, had they wings, would they fly to escape the burdens they suffer in this, to reap the advantages denied them in this?

There were no locomotive firemen in Solomon's day, but had there been is it supposable that they could have had a two weeks' holiday, gone up to Jerusalem and held a convention in Solomon's temple? That the governor of Judea would have felt it an honor to come and welcome them? Would the learned, the refined city of Athens, in its best days, have taken such a body of men in arms, commanded Pericles and Phidias to approach without haughtiness and shake hands with them; order the gate-keeper of the Acropolis to admit them to the Parthenon? Imagine the spectacle of the grimy workmen in English mines, on English field is coming out in white clean collars and broadcloth coats and walking proudly, independently through the streets of London, treated as the peers of parliament, cheered as they pass the royal palace of Henry the VIII or King George, and receiving congratulations of the Lord Mayor in Guild Hall.

I by no means forget in these reflections that the world is not yet perfect, and is not likely to be for ages to come; I do not forget that the labor question has not, even in our time, received all the attention it deserves; that the laborer, common laborer especially, does not stand at the summit of his rights. The world advances, but not so rapidly as we wish or think it ought to. A great point is gained in our social philosophy and in our religion when we are once intelligently convinced that the world is moving forward at all, that it is improving in the least.

New advances do everywhere necessarily and naturally create new difficulties. "Every advantage," says Emerson, "has its tax." He says, also, in substance, that he who rises in life, enriches himself in any way, enlarges his opportunities and his powers, should consider whether he is willing to pay the increased tariff laid upon him. The problems which our age and our country are called upon to solve are as much more difficult than those which have been presented to mankind before as our age and country are superior. The perplexities, disturbances, annoyances and dangers actually realized or threatened through labor and capital to-day are part of the advance prices we pay for the advanced condition of labor and capital. Out of our accumulated light and our knowledge and our experience we should, however, and no doubt shall be able to adjust these conflicting relations more and more, or at least to so subject them to other superior influences as to kill the harm they seem to have in store for us.

It is no part of my purpose, this morning, to attempt to settle these new questions referred to. I have found no magic key to these problems. But I do not stand before them with much alarm; not, certainly, with anything like a feeling of despair. You, members of the Brotherhood of Firemen, seem to me to have handled this hard subject very wisely and very effectively, so far, at least, as it concerns you especially. During the thirteen years of your existence, and thirteen years of unparalleled growth, too, you have had no strike. You have gained the ends of justice by shorter, more rational and less dangerous methods. You have had and you have followed better counsels. And now why may not the other labor organizations grasp their sacred rights in the same calm, steady, persistent, unrevolutionary way? I have no fear that our American institutions are to be overturned by the hasty tempers or wild mistakes of either party or of both parties combined. Out of any present or future chaos order will come at least, because the creating, controlling power in this country is moral intelligence.

But the thoughts I have chiefly in mind now are confined almost wholly to the relation labor holds to the laborer himself: to the compensations, the achievements, the ends of labor. What are these? What can be said of labor as one of the institutions of nature, as one of the conditions of human life, of civilization?

Daniel Webster said: "Labor is one of the elements of society—the great substantial interest on which we all stand."

Carlyle said: "All true work is sacred; in all true work, were it but true hand-labor, there is something of divineness. Labor wide as the earth has its summit in heaven. Sweat of the brow, and up from that to the sweat of the brain; sweat of the heart, which includes all Kepler calculations, Newton meditations, all sciences, all spoken epics and all acted heroisms."

Epichannus, a Greek philosopher, wrote that "the gods sell everything good for labor."

Sophocles said: "Observe, nothing prospers without labor."

Cicero asked: "What is there that is illustrious that is not also attended with labor?"

If these and other similar utterances from the world's wisest men can be trusted, labor must be an ordinance of God; an edict of nature; a benefactor to man. The vast fields left open to labor is apparent when we consider how it has changed the whole face of the earth; how it has enriched and ornamented the earth; how it has taken hold of the raw material of things and transferred them into all the objects beautiful and useful which meet the multiplying needs of civilization. As Becher has eloquently said: "Clay and rock are given us, not brick and squared stone. God gives us no rainment, he gives us flax and sheep. If we would have anything of benefit we must earn, and earning it must become shrewd, inventive, ingenious, active, enterprising."

"Whatsoever thy hand findeth to do, do it with thy might." It is not, I assume, necessary to accept the word "hand" here in a precisely literal sense. Mere hand toil does not include all toil. There is a toil of the brain also. The man who thinks, writes a book, edits a paper, speaks in Congress, pleads in court, sits on a judge's bench, diagnoses a disease, discovers a new planet and invents a telegraph, works as well as he who holds a plow or swings an ax. He who superintends a group of workers, works. He who stands at the head of a great business and guides it, watches it, works. The meaning of the text is, then, doubtless, that whatsoever one finds to do with hand or intellect, heart or soul, should be done earnestly, promptly, honestly, skillfully, with all one's powers, and not with all one's physical strength merely, but with all his mental, moral and spiritual strength also. That is let him bring to whatever task is before him, whether it be something at the end of his fingers, or the end of his pen, or the end of his tongue, let him bring to it all his powers; if it be a book he has to write, a discourse he has to deliver, a house he has to build, a farm he has to till, or a fire in a locomotive engine he has to kindle and feed, let him put into it every bit of his manhood, every force of his ability; that is let him do his best in whatever he has to do. It is probable then that the author of the text designed to suggest what may be termed the Enthusiasm of Labor; that spirit of labor which softens its hardest aspects and helps to lift it from the sphere of wearisome drudgery.

"Whatsoever thy hand findeth to do." Who is there that lives and finds nothing to do? Who dares to say that idleness is either natural or desirable? The slothful person wherever he lives, or tries to live, is a curse to society and to himself. Wealth should not, and fortunately it generally does not, excuse a man from work. "You have enough, why should you toil any more, vex yourself any more with anxious cares?" is a frequent remark, but an inconsiderate remark in most cases. The ultimate purpose of life is not riches. The ultimate purpose of life is not simply to live. Labor is indeed a condition of life; and it is also a condition of the highest results of life. It is a condition of health and of happiness. If one has all the money he wants, he still needs to work to obtain something else that he wants more than money. Energy, industry,

ability are as necessary in keeping a fortune, in using it and in securing the fruits that grow out of it as in earning it. The idle man never accumulates anything; or if he inherits riches he soon loses them. Hence, labor in some form is a necessary factor everywhere, in every stage and every department of life. It is a mistake, though a very common one, to include the poor only among the working classes, unless we count all work as manual work, which we have no right to do. It is a mistake, too, to suppose that only those are compelled to toil who have their daily bread to earn. Who of us are not compelled to toil? Who of us were not made to toil? Whatever romancers may have written, or dreamers may have dreamed, there was never an age in which work of some kind was not the price of living, and not only of living, but of nearly all the things we live for.

It has been a popular doctrine, and is now perhaps in some places, that labor was originally imposed on the human race as a penalty for sin, and hence that it should always and everywhere be considered a curse; and being a curse that it can have no place in the final perfect order of society. There is more truth, however, in a reverse theory. The penalty for sin is idleness, or rather idleness is itself a sin. Heaven is not a place where nothing is done, but it is where the most is done and done the most willingly, the most beautifully, the most enthusiastically, the most divinely. Our primitive scriptural history says that the first man created was put in a "garden;" and what does it say he was put in a garden for? "To dress it and to keep it," it adds. And this was done before the assumed "fall" occurred. Man does not labor because he has sinned or because he has fallen, but he is commanded to labor that he may not sin; that he may rise to wider, grander, spheres of life. The object of education then, of society, of government, of religion, even, is not to carry mankind forward to a condition where work is unnecessary, where it can fold its hands in blissful inactivity, but to instruct it and help it rather to do it easily and well in a spirit of love and enthusiasm.

Is it said that labor is labor and nothing better, that it is hard and wearisome and unattractive at the best? That no one ever did or ever can love it, attach any charm to it? "All things in nature," says a great writer, "were arranged for truth." All things in nature, we may add, were arranged for labor; whatever the laws of nature direct should be agreeable as well as beneficial. I believe that labor, well chosen and well performed, is agreeable; that it affords more pleasure than fatigue. The mere exercise of the body gives pleasure; the exercise of the mind the more; the exercise of body and mind together very much more.

To do whatsoever one finds to do with one's whole might, is not, as I have already suggested, to throw all one's physical energy into it. A man's working power does not lie, in ordinary cases, if ever, in his hands chiefly, and would not if he had as many hands as Briareus had. In many places great bodily strength is required, of course, but what is most needed generally is intellect to guide the hands. We buy a horse sometimes by his height and breadth, and yet we value more than that a good degree of horse-sense, horse intelligence, which the best horses have. Only a strong arm can wield an ax, or shove a plane, or swing a blacksmith's hammer, and yet the ax and the plane and the hammer are little better than a savage's club in a savage's hands. The effort should be then everywhere to produce educated labor; to supplement muscle with brain, physical strength with directing thought. Every man advances in value and in influence as he advances in skill. We pay so much a day for what one is able to do with his hands alone, and then we add to that sum in most cases for the education and training one's hands have received, for the earnestness, and promptness, and honesty which have been put into them. What does it require to make what is deemed a good, efficient locomotive fireman? It requires a stout body and strong hands first of all, perhaps, but is that all? Can one secure and retain a place there who has this qualification only? The fireman expects promotion after a time—does he expect it on the ground of mere physical ability? Certainly not.

He must, if he reaps success, do his work as a fireman with all his might—that is, he must put his thought also into it; he must put skill into it; he must put his whole manhood into it. He must do it so well as to inspire perfect confidence. He must be a man of sound mind and sound morals. A doubt in his integrity would cause a leakage in his character large enough to empty him of all his other good qualities. Think a moment of the trust which all who ride in the cars place in the fireman and engineer! In their hands lie the destiny of the train and the safety of the passengers; to them is given the charges of hundreds of lives! Think of their responsibilities! They must not then be mere marble statues we place there; they must not be mere machines; they must be men—men who comprehend their work and have the ability and courage to perform it. The bravest, truest men in the community should be selected for these places, and they should have the highest wages paid for work.

The motto for your brotherhood I am glad to notice is benevolence, sobriety and industry. A noble motto; and in this you recognize the qualities which are indispensable in your employment. Your lives are especially full of dangers, your ranks are often broken by death and hence many widows and orphans are left in your care. So you have use enough for benevolence and charity. And who would trust an intemperate man at the head of a railroad train? Who would trust an indolent, sleepy man there! One whose whole body and whole mind were not alive with promptness, with watchfulness, with industry!

The secret of success everywhere in this world lies most of all in character, in fidelity, in trustworthiness. The same kind of timber, says Carlyle, may be used for a weather-cock and to build a bridge, but its true virtue is discovered in either case. So, wherever a true, genuine man is placed, above or below, at the head of a railroad train or the head of a nation, he serves a true man's purpose, and is on the rising track of a true man's destiny. "Circumstances are nothing," says Emerson, in counting triumphs, "the man is all."

We all labor, and why should not all labor in happiness! We labor in happiness whenever we labor well. "Honest labor wears a lovely face," said Thomas Dekker, and why should not the same honest labor carry a cheerful heart? Our work does not often satisfy us because we do not work according to law and with our whole soul. We reserve too much of ourselves while we are working, and hence diminish our pleasure. We slight our tasks and hence we are slighted in the rewards we get. "Our best doing," some one has written, "is our best enjoyment." Is not that true? Any employment we love well enough to give our whole soul to it; which absorbs us entirely; which keeps us afloat in a sea of enthusiasm, and intent on some good purpose to be sought through it, throws over us a continued spell of enchantment. But if after doing our work it seems incomplete, that we might have done it better, that it shows the marks of our indifference and slothfulness; God makes a scourge out of our regret and dissatisfaction and punishes us. This, then, is the law, the law of life, the law of nature, the law of God, that every person shall rise to his best in whatever he does. "Be ye therefore perfect." This is the command and this is the standard. "Be ye therefore perfect, even as your Father which is in heaven is perfect." God is our final goal; God as reflected in the life of Christ is the pattern by which we work: the light, and power, and inspiration of our toil.

Life is short, and so is our labor. The night cometh when no man can work, when our work here on earth must close. If our day is quickly passed let us double our industry and multiply our abilities.

To you members of the "Brotherhood of Locomotive Firemen," is committed an extraordinary trust; on you rests a mighty weight of care, a burden of responsibilities that few of us can realize. If there are higher positions in this life than yours, there are few which are more important. Death is over us all, it seems especially near to you. You stand between it and thousands of your fellows. You stand faithfully at your post day and night and watch its coming, you guard its attack, and when no thought, no

strength, no foresight, no care of yours can resist its approach, you willingly and heroically become its first victims; your last act and your last thought is to save the hundreds of lives behind you. Through your bravery, your alertness of body and mind, hundreds of lives are saved sometimes, and hence in what better place can you spend your lives, and in what better way can you give them up when your work is finished here. At last when you and we ascend to meet whatever awaits us in the happier life above, may we each hear the glorious welcome, "Well done thou good and faithful servant, enter thou into the joy of thy Lord."

Excursion.

Through the kindness of the Chicago, Milwaukee & St. Paul R'y Co., a special train was placed at our disposal, and on Tuesday afternoon we left the Union depot for a few hours pleasure and recreation. The first stop was made at Minnehaha Falls, where an opportunity was given the party to see the famous Falls. These Falls are very beautiful and the surroundings, though destitute of artificial embellishments, are quite romantic and attractive. A very pleasant half hour was spent here, when the shrill whistle of the locomotive gave notice that there were other points yet to visit. The next stop was made at Fort Snelling, a United States military post of rare attractions. The barracks occupy a vast elevation of conspicuous beauty, where the stately tread of the "boys in blue" gives assurance that you are beneath the protecting wing of Uncle Sam. The Government Band discoursed charming music, and when the notes of the last selection died away three rousing cheers were given for the "Boys in Blue."

When the train again stood still it was at the depot in St. Paul. The party dismounted and proceeded to "do" the city as best they could in the brief time allotted them. After an hour spent in this enterprising and growing city, we re-entered the cars and in a short time arrived at Minneapolis again, having spent a most delightful afternoon.

Excursion and Picnic.

The Convention adjourned *sine die* Tuesday night, and on Wednesday morning, the 22d, an Excursion and Basket Picnic was had, which proved to be the most delightful social feature of the occasion. The train left Minneapolis for Lake Minnetonka at 9 o'clock A.M. The ladies turned out in full force and added immeasurably to the pleasure of the occasion. Arriving at the Lake, a fine steamer, the "City of St. Louis," was found in waiting, and only a few moments

elapsed before the merry excursionists had taken possession and were ready for the day's voyage among the charming scenes along the lakes. When all were aboard the boat steamed out, under the inspiring strains of martial music. The ladies were exceptionally lively and vivacious, and made the entire trip a thing of beauty and a joy forever. Dancing was indulged in, and all joined in having a merry time. When the noon hour arrived the ladies busied themselves in preparing their "spreads" and we can say without flattery that a more tempting variety of delicacies never met our vision. We were not slow in making our bow and responding to the numerous invitations to partake of the good things that were spread before us. It is scarcely necessary to say that full justice was done to the occasion. As for ourselves, we speak from experience, having treated ourselves liberally with the hospitalities of at least five different tables.

After dinner we were favored with recitations by Mrs. C. D. Stevens and Bros. P. T. Tibbs and E. B. Mayo. Mrs. Stevens' recitations were especially interesting and entertaining, and were listened to with the most earnest appreciation. This gifted lady has elocutionary abilities of the highest order, her voice is rich, sweet and musical, her manner is exceedingly pleasing, and we wonder that she does not seek to develop the talents with which she is so opulently endowed.

Bro. Tibbs "brought down the house" as usual. His recitation was given with excellent effect and was heartily appreciated. The selection of Bro. Mayo was deeply pathetic, and was rendered with masterly effect.

Chapman Landing, Minnetonka and other points were visited. The day was one of unalloyed pleasure to all. Every heart was attuned to the melodies of joy, and the voyage was a continuous ovation.

We must not forget to refer to Capt. John Johnson, the gallant captain of the "City of St. Louis." Captain Johnson extended every courtesy to our delegation. He is a whole-souled, broad-gauge gentleman, and we are under a thousand obligations to him for favors received at his hands. Captain Ed. West, the pilot, likewise extended us many

favours, and we shall remember him always with profound satisfaction.

Arriving at Minneapolis, we were escorted in a body to the West Hotel, where supper was served in the usual elegant style. Thus ended a day long to be remembered.

Union Meeting.

A union meeting between the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen was held at Harmonia Hall on Sunday evening. There was a large attendance, including a goodly number of prominent members of the B. of L. E. Bro. Frank X. Holl presided, and Bro. C. W. Gardner was chosen secretary. Mr. John Johnson, Past Chief of the Division, delivered the first address. He was listened to with marked interest. Mr. Johnson was followed by Bro. W. E. Burns in an able address.

Harry Walton next made a stirring appeal in favor of harmony between the two Orders. Bros. Wm. F. Hynes, T. P. O'Rourke and S. M. Stevens were called forward and acquitted themselves with great credit, as was evidenced by the hearty applause they received. Mr. Wm. Hayes, of the B. of L. E., also addressed the meeting and the results were highly satisfactory. Mr. J. E. Phelan was expected to be present, but was unavoidably detained. The meeting ordered a telegram to be transmitted to Mr. Phelan, expressive of regret at his inability to attend.

Return Trip.

Thursday morning at 7 o'clock the delegation left Minneapolis by special train, which was kindly provided by the officials of the Chicago & Northwestern Ry. The locomotive was decorated in a most attractive manner. Everybody was in good spirits; there was a unanimity of sentiment in regard to the successful results of the Convention, and all seemed pleased beyond expression with their visit and sojourn in Minneapolis. There was but one regret and that was when "farewell" was spoken. The attentiveness of the committees of arrangements, both ladies and gentlemen, the boundless hospitalities of the people, the beauty, enterprise and pluck of the city, the picturesque and attractive surroundings, all combined to make our visit to Minneapolis a most delightful one and it is not strange that we should have a deep re-

gret at our departure from such fascinating scenes. Farewell, Minneapolis! We shall remember thee and thy generous people through all the years to come.

Resolutions.

The following report of the Committee on Resolutions was submitted to the convention and unanimously adopted:

MINNEAPOLIS, MINN., Sept. 20, 1886.

To the Officers and Delegates of the Thirteenth Annual Convention:

DEAR SIRS AND BROTHERS:—Your Committee on Resolutions begs to submit the following report, viz:

WHEREAS, We have been most cordially received and entertained by the officials of the State of Minnesota and the city of Minneapolis, and also by the public generally; and

WHEREAS, We have received numberless favours at the hands of railway officials and employes, whose names we have not the space to enumerate here; therefore, be it

Resolved, That we have the highest appreciation of all the favours extended to us on the occasion of our Thirteenth Annual Convention, and that we extend thanks as follows:

To our distinguished Speakers: A hearty vote of thanks is extended to His Excellency, Governor L. F. Hubbard, His Honor, Mayor A. A. Ames, Col. John T. West, Mrs. C. D. Stevens, Col. J. B. Maynard, Mr. J. E. Phelan, Rev. J. H. Tuttle, Rev. John L. Pitner, Mr. A. J. Blethen, Col. M. W. Glen, and His Honor, Mayor Edward Rice, of St. Paul, and other gentlemen who so kindly assisted in the magnificent opening exercises of our Thirteenth Annual Convention; and we assure these ladies and gentlemen that the cordial welcome they extended us to their State and cities, and the words of cheer and encouragement they spoke in our behalf, will be remembered by us through all the years to come, and it shall always be our purpose to so conduct ourselves as to cause them no regret for their many acts of kindness and friendship.

To the officials of C. M. & St. P. Railway: For the special train placed at our disposal by the officials of the Chicago, Milwaukee and St. P. R. R. for the transportation of our delegates and wives we return our deep and sincere thanks. The liberality of these gentlemen is heartily appreciated, not only by our delegates but by the Order at large.

To the Officials of the C. & N. W. Ry.: The officials of the Chicago & North Western Railway also have our hearty thanks for the special train which conveyed our delegates and families from Minneapolis to Chicago

Such opulent courtesies are characteristic of the gentlemen who bestowed them and they shall always be kept in grateful remembrance.

To Railway Officials and Employees: We return our heartfelt thanks to all railroad officials and employees for the many favors extended to us on our journey to and from the Convention. Their courtesies were of substantial benefit to us and added materially to the success of our Convention, for all of which we are profoundly grateful.

To the Committee of Arrangements: We take pleasure in acknowledging our obligations to the Committee of Arrangements of the Minneapolis and St. Paul Lodges for the very able and efficient manner in which they discharged their arduous duties. During all our stay in the city of Minneapolis, their best efforts were put forth to entertain our delegation, and neither time nor expense were spared in making us feel that we were among our friends, and we return to each and all of the Committee and their assistants our most sincere and heartfelt thanks.

To the Ladies' Committee: To the Ladies' Reception Committee, we extend a hearty vote of thanks for their extreme kindness and attentiveness to the lady visitors, to whose pleasure and enjoyment the Committee contributed indefinitely.

To the Home Lodges: We are under great obligations to the members of Northwestern Lodge, No. 82, Minneapolis Lodge, No. 270, Minnehaha Lodge, No. 61, and also the surrounding sister Lodges, for their kindness and hospitality to us while in attendance at the Convention, and we return our warmest thanks to them, one and all.

To Rev. J. M. Tuttle: To this reverend gentleman we owe our heartfelt thanks for the special sermon preached by him to our Delegates and families at the Church of the Redeemer. The words of Rev. Mr. Tuttle, so ably and so earnestly spoken, will not, we are confident, be barren of good results.

To the Brotherhood of Locomotive Engineers: To the members of the Brotherhood of Locomotive Engineers who participated in the Union Meeting at Harmonia Hall on September 19th, and to all those who contributed to our pleasure we extend hearty thanks.

To J. E. Goodman, Esq., C. E. Dir. 144, B. of L. E.: We return thanks for expressions of friendship contained in a letter addressed to our Committee of Arrangements.

To W. G. Byron, Esq.: We return thanks for tendering us a reception at the Exposition building, and for the courtesy of granting our Committee and Grand Officers season passes to the same.

To the Managers of the Minneapolis, Lyndale & Minnetonka Motor Co.; to Messrs. C. A. Pillsbury & Co.; to the Young Men's Christian Association; to the Managers of the Minneapolis Industrial Exposition, and to the Vanderpool Electric Co.: We acknowledge our deep and sincere thanks for invitations received and favors extended to us during our sojourn in Minneapolis.

Be it further

Resolved, That our Thirteenth Annual Convention was eminently successful in all its deliberations, and that we shall leave Minneapolis with an abiding faith in the perpetuity of our beloved Brotherhood.

Respectfully submitted.

JOE B. CASH,
WM. BUCKLEY,
J. LOGUE,
Committee.

The Committee on Resolutions also offered the following:

WHEREAS, At our Twelfth Annual Convention, held in Philadelphia, Pa., September, 1885, we were placed under lasting obligation to the Franklin Institute, for the facilities afforded by the tender to our Committee of Arrangements, first, of the lecture room of the Novelties Exhibition of the Institute, to listen to a magic-lantern-illustrated address, entitled "Echoes from the Locomotive's Cab, the Round House, and the Rail," and also again, for the use of the lecture room of the Institute for a repetition of the same at the request of the Brotherhood;

Resolved, That the Brotherhood of Locomotive Firemen of North America in Annual Convention assembled, at Minneapolis, Minn., hereby return their sincere thanks to the Franklin Institute, of Philadelphia, for their kindness and attention shown us, as named in the preamble to this resolution, and we especially name, in this connection, Chairman Henry R. Heyl and Secretary Dr. Wm. H. Wahl.

JOE B. CASH,
WM. BUCKLEY,
J. LOGUE,
Committee.

The foregoing resolution was unanimously adopted.

Also the following:

WHEREAS, Mr. Wm. E. Lockwood, of Philadelphia, has rendered our Order valuable service by contributing articles of interest and instructiveness to our Magazine, thereby materially improving its usefulness; therefore be it

Resolved, That the sincere thanks of the Brotherhood of Locomotive Firemen, in Thirteenth Annual Convention assembled, be extended to Mr. Lockwood for the valuable service rendered our Magazine.

Resolved, That a copy of these resolutions,

duly certified under the seal of the Grand Lodge, be forwarded to Mr. Lockwood.

JOE B. CASH,
W. BUCKLEY,
J. LOGUE,
Committee.

The foregoing resolutions were unanimously adopted.

Special Resolutions.

On the occasion of the special sermon preached at the Church of the Redeemer by the Rev. Dr. Tuttle, the ladies of the Home Mission ornamented the pulpit with a colossal "B," made up of rare and beautiful flowers. This exquisite floral tribute was subsequently presented to the Brotherhood by the ladies in token of their appreciation of its purposes. In order to express to the ladies the deep sense of gratitude for their great kindness, the Convention appointed a committee of three gallant gentlemen to draft suitable resolutions of thanks, and certainly no better selection could have been made for the delicate and pleasureable task.

The committee presented the following report, viz:

MINNEAPOLIS, MINN., Sept. 21, 1886.

To the Officers and Delegates of the Thirteenth Annual Convention, B. of L. F.:

DEAR SIRS AND BROTHERS:—Your Committee appointed to draft suitable resolutions expressive of our thanks to the Ladies' Flower Mission, of the city of Minneapolis, for courtesies received, beg to submit the following report, viz:

WHEREAS, The ladies of the Flower Mission of the city of Minneapolis have very generously presented our Order with a magnificent floral tribute, representing in design the initials of the title of our Brotherhood; and

WHEREAS, This beautiful token of friendship and esteem is highly appreciated by each and every delegate attending our Convention; therefore, be it

Resolved, That the hearty and sincere thanks of this Convention be extended to the ladies of the Flower Mission of the city of Minneapolis for the beautiful testimonial received from their fair hands.

Resolved, That we are deeply sensible of the solicitude in our cause manifested by these ladies, and we assure them of our sincere appreciation and our profound gratitude.

Resolved, That a copy of these resolutions, approved by the committee and attested by the Grand Master and Grand Secretary, be

presented to the ladies representing the Flower Mission of the city of Minneapolis.

Respectfully submitted,
H. W. ROUSCUP,
T. P. O'ROURKE,
JEREMIAH J. LEAHY,
Committee.

The foregoing resolutions were unanimously adopted, amidst great applause,

Also the following:

The special committee appointed to examine into the claim of Mrs. Maggie Call, of Haverstraw, N. Y., for recognition reported as follows:

WHEREAS, We are convinced that a great injustice has been done Mrs. Maggie Call of Haverstraw, N. Y., wife of Bro. Mogul Call, of Just in Time Lodge, No. 149, deceased, therefore be it

Resolved, That the Brotherhood of Locomotive Firemen, in Convention assembled, hereby donate to said Mrs. Maggie Call, from the funds of the Grand Lodge, the sum of five hundred dollars, and also that we recognize in said Mrs. Call the true and lawful wife of Bro. Mogul Call, of Just in Time Lodge, No. 149.

Resolved, That a copy of these resolutions, properly attested, be transmitted to Mrs. Maggie Call.

E. P. BISHOP, JR.,
W. H. SWAN,
T. P. O'ROURKE,
Committee.

The foregoing resolutions were unanimously adopted amidst demonstrations of the heartiest approval.

Two Model Labor Organizations.

Minneapolis Tribune Editorial.

The Brotherhood of Locomotive Firemen now in national convention here, and the intimately associated Brotherhood of Locomotive Engineers, are perhaps the most perfectly organized and admirably conducted labor associations in the country. Mr. Arthur, chief of the Engineers' Brotherhood, in a recent speech at Scranton stated that the organization embraces a membership of 20,000 and has in seventeen years paid out nearly \$2,000,000 to widows and orphans and \$500,000 to its needy members. In all other respects it has made a noble record. It has encouraged fidelity and efficiency among its members, and has done very much to make the men to whom as travelers we trust our lives, the magnificently trustworthy, responsible and intelligent body that they are. The Brotherhood has the respect of all railroad managers, and its complaints never go unheeded. It avoids strikes and all disturbances. No complaint goes beyond the order until it has been thoroughly examined and

ascertained to be well-founded. The matter is then presented in exactly the right way to exactly the right official. Its members are thoroughly loyal to their employers, but never subservient. They expect justice, and they seldom fail to receive without controversy the things they ask for. The Brotherhood has been advantageous to the railroad companies and to the public as well as to its own members.

The Brotherhood of Locomotive Firemen is modeled after that of the Engineers, and it has earned similar praise. The annual address of its chief officer, Mr. F. P. Sargent, made last Wednesday in the Minneapolis Opera House, and printed in full in the Tribune of Thursday, is one of the ablest and most admirable discussions bearing upon the labor question we have ever heard or read. It has our unqualified approbation and endorsement. Mr. Sargent reported the Brotherhood's membership at 17,000. In the thirteen years of its existence it has disbursed for the relief of members and their families over three-quarters of a million dollars. It has never been engaged in a strike, yet it has been highly efficient in bettering the condition of firemen. "We believe," said Mr. Sargent, "that the conservative stand that has always been taken, and the intelligence of the men that have always been our leaders and committees, have been the means of making this record. It has been said that firemen would never be recognized by railway officials in the adjustment of wages or the settlement of grievances. I desire to dispel any such opinion from the minds of all. During the last year we have had a large number of our committees wait on presidents and general managers, and in every instance they were cordially treated and received a satisfactory advance of pay, and the result is firemen are looked upon by officials as men capable of reasoning, that they are qualified to go before a president or general manager and discuss questions relative to their vocation."

The following passage addressed by the highest authority of a great labor organization to the entire membership of the order, and also in some sense addressed to the public as the sentiment of the fraternity, is full of cheering significance:

There have many things occurred during the past few months that have caused some of these organizations of labor to be looked upon with suspicion, and there are many that stand ready to condemn them—but let us not be too severe; we have all made mistakes, and we should always be willing to concede to others what we would ask for ourselves—charity. *

Having begun to quote from an address that is so full of golden wisdom, it is hard to refrain from quoting very extensively. The reprinting of one passage more our readers will certainly approve, as they can but endorse its manly sentiments:

The Brotherhood of Locomotive Firemen asks nothing that is not just; we do not want one penny more than we rightfully earn; we believe that our calling is one that should command good wages for faithful service, and we desire also that our members shall render such service. * * *

This is good and timely doctrine. It comes from a body of men too sensible and too intelligent to be victimized by vote-seeking demagogues who foment mischief and augment class feelings. The Brotherhood of Locomotive Firemen have our congratulations.

Convention Notes.

J. W. Costin, of Laramie, is a good one.

J. A. Farnsworth is one of our pioneers.

G. R. Quick made No. 121 an excellent delegate.

Bro. C. Van Why did his Lodge full justice.

E. P. Bishop, Jr., of Nashville, acted well his part.

P. T. Tibbs is securing fame as an elocutionist.

M. Turney, of No. 210, is a veteran of the first order.

T. S. Taylor, though a little late, got there just the same.

W. Broughton took good care of the interests of No. 151.

P. P. Luddy has the true ring of a Brotherhood man.

A. E. Dennison, of No. 4, is a well experienced Delegate.

C. E. Amos took the part of Grand Marshal to perfection.

A. W. Spurr represented the largest Lodge in the Convention.

St. Thomas, Ont., was well represented by Bro. W. H. Warren.

Sidney Vaughan represented the old "Dominion," once more.

Thos. Shields, from Brockville, rendered full service as delegate.

G. W. Nesper is a success as a Delegate as well as a Financier.

The new Constitution and Ritual takes effect January 1st.

Geo. Nursey deserves praise for his attentiveness to duty.

F. C. Bishop is one of the oldest veterans on the Pacific coast.

C. C. Bowen has all the elements of a typical Brotherhood man.

H. L. Nichols is a clever gentleman and a true member of our Order.

H. A. Draper is still with us and we hope he may always remain with us.

Oliver Cox is one of the solid men from Texas. No discount on him.

Wm. E. Burns will be known hereafter as the "Gladstone of the Brotherhood."

Tom Mottter is with us heart and soul and we can bank on his fidelity.

Mrs. A. W. Spurr, of Boston, was an honored guest of the Convention.

O. A. Dosskey is going to make No. 41 a model Lodge, and don't forget it.

W. P. Carlisle made an excellent chairman of the Committee on Grievances.

Edward Ferry is thoroughly in earnest and a firm supporter of the right.

Geo. Waddell is good humor personified and we like to be in his company.

Bro. E. Purtell, of No. 195, and his accomplished sisters were in attendance.

George C. Watt was on hand always, especially when the roll was called.

I. M. Dean is a stalwart in our cause. He is large in soul as well as in stature.

J. W. Ridner seemed pleased with results. Can you change a half dollar, J. W.?

W. J. Edy was on hand and participated actively in the work of the Convention.

Harry Walton will continue to serve as chairman of the Grand Executive Board.

On and after January 1st, each member will receive the Magazine free of charge.

Leo. Delaney says that Minneapolis compares very favorably with Longview.

J. H. Kilbain, of St. Paul, is a genial gentleman and a sterling Brotherhood man.

J. Robinson, an old-time member of No. 16, represented Bee-Hive Lodge, No. 179.

W. C. Byers, of Cedar Rapids, officiated as Chaplain in the most approved manner.

Mineral King Lodge has in Bro. R. E. Gorham an excellent Delegate and a noble man.

R. Beeson is well worthy of a place among the tried and trusted members of our Order.

Ed. A. McGriff made few speeches, but did much thinking and always voted on the right side.

Wm. Weiler again represented No. 271, and as usual reflected great credit on his Lodge.

W. E. Burns can probably explain how the hailing sign is given in certain emergencies.

F. J. May, of Great Bend, has the right ring. He will be found true blue every day in the week.

C. A. Wilson, of Jersey City, came up smiling and responded as usual to the roll call of No. 13.

H. C. Randall filled the bill for old "Eu-reka." Bro. Randall was accompanied by his charming wife.

E. P. Hutton, of Jersey City, represented Adopted Daughter Lodge No. 3 in a most creditable manner.

Among the faithful representatives may be mentioned Bro. A. J. Sumner of No. 105.

W. O'Neil may be put down as a wheel horse in the cause. He is a Brotherhood man, head and heart.

S. H. Wood, of Baraboo, ably represented his Lodge. Bro. Wood was accompanied by his amiable wife.

J. K. Doherty, of Chicago, rendered excellent service as a member of the Committee on Insurance Claims.

Geo. Wilkes was accompanied by Mrs. Wilkes and family, and all seemed to have a pleasant time.

J. H. Bice is a very worthy representative of his Lodge. Bro. B. made many friends among the Delegates.

A. Hutton and H. F. Waters say that Atlanta will give the Brotherhood an immense reception in 1888.

H. L. Cass, of Fitchburg, Mass., represented No. 216 in a manner to command universal approval.

Bro. Quinn, of No. 75, one of the oldest members in the Order, seemed as youthful as any of the boys.

F. J. Kistler, better known as "Old Reliable Joe," of Columbus, Ohio, represented No. 9 with ability and dignity.

Some one suggests A. Ludwig ought to be appointed dairy inspector; he knows a cheese when he sees it.—*Evening Journal*.

The address of Bro. W. E. Burns at the union meeting was spoken of in the highest terms by all who heard it.

We shall remember the city of Minneapolis and the Thirteenth Annual Convention with pleasure for many a day.

J. H. Bartholomew and lady, of Elmira, N. Y., were present, and contributed largely to the pleasure of the gathering.

M. M. Hinkle represents more than six feet of first-class Brotherhood timber. It is a pleasure to meet and know him.

T. J. Hayes, of East St. Louis, is one of the landmarks in our Order. He has always been true to every obligation.

W. M. Buckley, of Battle Creek, is a dyed in the wool Brotherhood man. He is the kind of a man we like to meet.

Ernest B. Mayo, our friend from Ft. Howard, was there and took a conspicuous part in the work of the Convention.

W. H. Willoughby was called home by the sad death of his child. Bro. Willoughby has the sympathy of all who met him.

Bro. and Mrs. Frank W. Dyer did all in their power to make the reception and entertainment of the Delegates cordial and complete. At the Dyer residence the latch string hangs on the outside.

W. A. Thompson is a quiet, unassuming gentleman, yet active and wide-awake in all that pertains to the welfare of the Order.

Joe B. Cash was one of the most popular Delegates at Minneapolis. He was equally popular with the Delegates and the fair sex.

Homer Davis rendered good service as a member of the Committee on Grievances. Homer served his Lodge faithfully and well.

The address of Grand Instructor Hannahan was keen, incisive and logical, and won, as it deserved, the hearty applause of the audience.

J. J. McCaffrey made a record as Delegate that his Lodge need not blush to own. Bro. McCaffrey was accompanied by Mrs. McCaffrey.

Grand Master Sargent and Grand Organizer Hannahan were accompanied by their ladies, who report having had a delightful time.

J. T. Hart, of Hannibal, resembles Napoleon Bonaparte in appearance. He is almost the exact image of the "Little Corsican."

One of the grandest men in the Northwest is Bro. W. C. Byers. His example of fidelity to our Order is worthy of universal emulation.

Ex-Grand Organizer, S. M. Stevens, was present, as a visitor, and his old friends were all glad to see him and grasp him by the hand.

Bro. Louis P. Smith, of No. 95, has been honored with a position on the Board of Grand Trustees. He is fully competent and will honor the office.

W. H. McDonnell, who has been elevated to an office in the Grand Executive Board, is a broad-gauge, splendid man, and we congratulate him on his success.

C. C. Sutherland, who was elected a member of the Board of Grand Trustees, served several years in a bank as book-keeper, and is well qualified for his new office.

Morton Bixler has the happy faculty, when he talks, of saying something. His head is level and his heart is warm, and he is deservedly popular among the boys.

Dan. E. Barry, of Buffalo, was present, and a host of old-time friends were glad to meet him. Dan is now an honored member of the Buffalo Police Department.

One of the most earnest and faithful Delegates on the floor was Bro. Fred H. Coe, of Buffalo Lodge No. 12. Bro. Coe made hosts of friends for himself during his brief sojourn in Minneapolis.

Harry Barnes, of No. 81, one of the first day's Marshals, was going to put his horse on a turn table to turn him, and at one point in the parade spoke seriously of reversing the brute.—*Evening Journal*.

Edward Upton is getting to be very popular in our conventions. He has been the representative of his Lodge on several occasions, and so well does he perform his duties that he is invariably honored with a re-election.

P. A. Hamilton, of Elkhart, who has made No. 162 such an efficient Financier for several years past, represented his Lodge with ability at the Convention. Bro. Hamilton had the good fortune to be accompanied by Mrs. Hamilton.

Wm. T. Nickle, Secretary of the Committee of Arrangements, neglected no duty in connection with his office. He was up early and late, and always ready to take hold when his services were needed.

Harry Walton, the great Commander in Chief, was there, and took an active part in the work of the Convention. Harry's popularity is without bounds and his friends are without number. He is a necessary part of our great Brotherhood.

The ladies all seemed to enjoy themselves exceedingly well, especially on the excursion at the closing day. We spent several pleasant hours in their company, and shall look for them all to put in an appearance at Atlanta in September, 1888.

Our members in the Northwest are up to the standard in all that goes to make up a Brotherhood man. Those we met at Minneapolis are big-hearted, big-brained and open-handed, just the kind of men that are needed to build up a glorious Brotherhood with.

The Committee of Arrangements had programme enough in the amusement line to have lasted another week at least, and had not pressing business engagements taken us away, we would doubtless have been on hand when the last dance was concluded and until the lights were put out.

Tom Motter, of Texas, bold Tom, laid them all on the table, and at last fell a victim to his own methods and was bodily laid on the table, where he now reposes and where he will have to remain until the Convention meets in Atlanta, two years hence.

H. W. Rouscup made a heroic struggle to carry out what he believed to be right. Although laid on the table, quite frequently, by the irrepressible Motter, he always came up smiling. Unlike the writer, Bro. Rouscup was not accused of being the handsomest man in the Convention.

Past Grand Master Arnold was one of the most efficient delegates on the floor. His long experience in conventions fitted him particularly for the duties of a representative, and he proved himself to be a most valuable member of that body. Thoroughly familiar with Brotherhood affairs and ready in debate, his voice was often heard during the session, and always on the side of right and in the interest of the Order.

Fred L. Harvey, Thos. F. Mea, Fred Morse, Wm. E. Richmond, John E. Taylor and C. D. Stevens, of No. 82, and George Sharrick and Sam Manhart, of No. 270, are entitled to the thanks and gratitude of all for their untiring efforts to make the Convention a thorough success.

Col. J. B. Maynard is an elderly gentleman of decided military bearing, who carries his cane like a sword, and is not chary of its use for app'ause. Gray, heavy side whiskers and moustache set off a strong and kindly face in a manner to impress the beholder most favorably.—*Journal*.

Bro. C. W. Gardner has gained the confidence and respect of all who have ever met him, by his manly and consistent course in all his actions. He is honest as sunshine, has positive convictions and the courage to express them, and we note with pleasure his popularity among the members of our Order.

We regret that we have not the space to mention all of the splendid fellows we met at the Convention. We are not half through writing about them, but our printer informs us that every available inch of space is taken up and that we will have to draw the line. Whether we can write about them or not, they are embalmed in our memory and will not be forgotten.

Grand Master Sargent did himself great honor both at the opening exercises and during the Convention. His annual address was replete with logic and irrefutable argument, and his delivery was in all regards equal to the occasion, and the well merited rounds of applause which he received must have been very gratifying to him.

J. J. Hannahan, the Grand Organizer, was noticed as the only brother on the stage who wore a standing collar. Dark complexioned and with an incipient wrinkle between his brows, he bears a studious look and in manner carries the idea that he might be rather a professor than a man whose daily bread is earned by manual labor.—*Journal*.

Chas. Mairs is one of the brightest and most active members of our Order, and as Delegate he fully sustained the high confidence placed in him by his Lodge. Bro. Mairs displayed commendable tact and ability in all his duties as Delegate, and his Lodge may well feel satisfied with the manner in which he acquitted himself.

F. P. Sargent, Grand Master of the Brotherhood, has a slightly German cast of countenance. His high, bold forehead and the piercing glance of his eye carry out an idea that comes first with a look at his mouth, that he is rather hard and stern. But those who know him best say there are none kinder or more genial, and his high position in the Order would rather seem to warrant that good opinion.—*Journal*.

J. E. Phelan, of Brainerd, is a tall and rather slim gentleman, with clean cut, pleasant features and a brown mustache just shading a mouth whose lines are firm almost beyond the point of comeliness; a man, evidently, whose character is above the average. He was rather the most dressy of the occupants of the stage.—*Journal*.

Frank X. Holl was the busiest man in all the Convention. He was on duty day and night, never lost his patience, was always ready to wait on one more, and in our opinion is responsible, in a very large measure, for the success of the Convention. Bro. Holl is universally respected in Minneapolis, he is conscientious and honorable, and our Order has a right to be proud of him.

Among the ladies whom we had the pleasure to meet were Mrs. H. W. Rouscup, Mrs. C. E. Amos, Mrs. S. H. Wood, Mrs. J. H. Bartholomew, Mrs. P. T. Tibbs, Mrs. P. A. Hamilton, Mrs. C. W. Greene, Mrs. J. J. McCaffrey, Mrs. A. W. Spurr, Mrs. W. J. Edy, Mrs. H. C. Randall, Mrs. Chas. Mairs, Mrs. Geo. Wilkes, Mrs. Hoyt, Mrs. Cox, Miss May and many others whose names we do not recall at this moment.

Jeremiah J. Leahy, of Philadelphia, made his first appearance as a Delegate at Minneapolis and yet he proved to be one of the ablest representatives on the floor. Bro. Leahy combines all the qualities of a true Brotherhood man, he is conscientious, dignified and gentlemanly and as a reward of his labors in the Convention he was honored with a position on the Grand Executive Board.

Mrs. C. D. Stevens is a dark-haired lady, who left her audience in doubt of admiration between the charms of her face and voice as she recited "The Brakeman at Church." A costume of some light, soft material, with a bunch of crimson blossoms in her bosom, a piquant face, crowned with a wealth of dark tresses coiled high upon her head, altogether a pretty picture such as even the stage at the Grand has seldom framed.—*Journal*.

The Committee of Arrangements consisted of the following named members, viz.: Frank X. Holl, Chairman, Wm. T. Nickles, Secretary, Ed E. DePew, of Lodge No. 82; D. Lucas, Geo. Rushlow and Frank Hord, of No. 270, and Geo. Ludwick, of No. 61. The committee fully realized the responsibilities which had been placed upon them, and each member went to work with a determination to do his full part of the work. All the arrangements were perfected with the precision of clock work, showing that the right men were at the helm. The committee worked with zeal and fidelity from beginning to end and they must certainly feel complimented with the result of their labors.

Frank Dupell, better known as the "Lunch Fiend of the Delaware," was made the recipient of a very fine lunch by the ladies while "en route" to Minneapolis on the special train. It consisted of a pair of boot heels, a half dozen polished cobble stones, one half towel, a jeans coat sleeve, one blacking brush and a soiled standing collar. The "Lunch Fiend" expresses many thanks to his friends for providing for him so kindly at a time when he was so critically in need of assistance. The lunch was heartily enjoyed, and for a time fully satisfied all internal ambitions.

At his installation, Grand Secretary Debs was very agreeably surprised by being presented with an elegant gold medal on behalf of the Delegates, bearing the following inscription: "To Eugene V. Debs, by the B. of L. F. An Emblem of the Esteem of His Toiling Fellow-Men. Minneapolis, Minn., September 15th. 1886." The presentation was made by Bro. E. B. Mayo, of Lodge No. 189, in a most appropriate manner, and the recipient acknowledged, in a few words, his profound appreciation and gratitude for the beautiful testimonial to his services in the cause.

The Ladies' Reception Committee was composed of the following ladies: Mrs. Mea, Mrs. Vandressar, Mrs. Sharrick, Mrs. Brown, Mrs. Sharrali, Mrs. Thompson, and Mrs. Olds. These ladies are entitled to great credit for their valuable services in contributing to the pleasures of the visiting ladies. From the time the Committee boarded the special train at St. Paul until the last visitor left the city, the ladies were busily engaged in looking after the comfort of their visiting sisters. They performed their duties admirably well, and we are confident that their good work is heartily appreciated by all who came within the bounds of their kindness and hospitality.

Col. John T. West, the proprietor of the West Hotel, is a princely gentleman in every respect. Though now a millionaire and among the most prominent men in the Northwest, he has not forgotten that he was once a railroad man. He is liberal, broad-viewed and noble in nature, just the kind of a man we love to see fortune smile upon. Col. West presided over our Convention with great dignity and his presence was an honor to our Order. He availed himself of every opportunity to favor our delegates and to display his appreciation of our Order, and those who had the pleasure to meet him personally will not soon forget the charming simplicity of his perfect manhood. His hotel is a marvel of elegance and comfort. There is no better in the land and we do not wonder at its extreme popularity. That Col. West may have health, wealth and joy always is the wish of all who attended the Convention.

The members of Pine City Lodge No. 81 are deserving of special mention for the lively interest they took in the Convention. They rendered much valuable assistance to the Committee of Arrangements, and contributed in numerous other ways to the success of the occasion.

THIS Magazine has nothing whatever to do with politics, and takes no part in political contests, but it is always glad to hear that some worthy champion of the cause of labor has received the endorsement of either political party. The Democratic State Convention of Indiana paid a deserved compliment to Hon. Martin T. Krueger, of Michigan City, when it nominated him for Clerk of the Supreme Court. During the session of the last Legislature, of which he was a member, he was one of the few stalwart friends of every measure tending to lighten the burden of labor. He was especially active in his advocacy of the bill fixing the liability of corporations and companies for the injury and death of an employe, and it was principally due to his valuable assistance that its author (the Editor of the Magazine) was enabled to resurrect the bill from the tomb to which an unfriendly committee had consigned it, and secure its passage through the House. Had we had a friend like him in the Senate, the bill would not have been killed there, as it was. Krueger was a railroad man himself, once, and has a brother who now handles the scoop on a Wabash locomotive. He is a self-made man in the best sense of the term, thoroughly honest and competent, and deserves the full measure of success we so heartily wish him.

WE are pleased to notice that Bro. Wm. Hugo, of Eureka Lodge, No. 14, has been placed in nomination by the Democratic party of Marion county for the responsible office of Representative. Bro. Hugo is fully deserving the high honor which the people of his county have conferred upon him, and they will, no doubt, ratify his nomination by an overwhelming majority at the polls in November. His numerous friends in the Brotherhood will be pleased to learn of his success. They all know him to be thoroughly honest, wide-awake and progressive. As a Representative in the State Legislature, he will be found on the side of every measure that is calculated to advance the interests of the people. The laboring classes will find in "Billy" a true friend and a strong advocate of their rights. Himself a laboring man, he is in thorough sympathy with the rights of labor, and will vote and use his influence in that direction. We heartily congratulate the people of Marion county upon their choice, and feel assured that in electing William Hugo to the position of Representative, their interests in the coming Legislature will be secure. Success to Hugo!

Woman's Department.

EDITED BY IDA A. HARPER.

OCTOBER THOUGHTS.

The long summer is ended and early fall is at hand; not the time of "wailing winds and naked woods and meadows brown and sere," not the "melancholy days" when the beauties of summer have departed and the delights of winter have not yet come, but mellow, sweet October, loveliest month of the year. The labors of summer are finished. We share the satisfaction of the farmer as he views his well-filled barns, for plentiful crops mean general prosperity; and we echo the housewife's sigh of satisfaction as she gazes upon the shelves of cellar and pantry laden with toothsome jams and jellies, carefully provided for family and friends. Yes, most of us have been very busy during the long, hot summer and now, in the soft and dreamy listlessness of early October days, we pause for a brief rest and retrospect. There is no more comfortable feeling than to look back upon a good work, well done. The coming winter holds many tasks but we will not think of them now. To worry about them beforehand means to do them twice over. Nature seems to be having a quiet, restful time, and we, her dutiful children, will linger a little while before again taking up the burdens and the journey.

There is something peculiarly calm and tranquil about October. The rays of the sun are veiled with a delicate haze that softens the heat and glare but leaves the warmth and brightness. The trees are like a young girl who has laid aside the modest robes of childhood and bloomed out in the richness and splendor of womanhood. The gorgeous brilliancy of the flower beds has departed and we appreciate still more highly the few remaining blossoms that have saved their beauty and sweetness for a tender farewell. There is all the languor of summer in the air without the lassitude. The atmosphere is full of a softness which tempts us to dream yet a little longer, and of vigor which urges us to be up and doing. The month is capricious as a woman, now warm, now cold, ever uncertain, but always charming. Notwithstanding the magnificence of its array, the falling leaves continually remind us that all is passing away, and ever and anon in the delicious air comes a frosty breath which whispers of wintry blasts that are almost here. It is impossible to avoid a feeling of sadness during these exquisite October days, which are all too bright to last, yet it is not like the passionate grief with which we mourn the dead or those who are lost to us forever,

but rather like that longing and regret we feel for those who have gone away, leaving a promise that sometime they may return.

Autumn brings the wanderers home again and reunites the broken circles, and by the time the first blaze is kindled on the hearth, the family are all gathered around the fire-side. It is wonderful how rapidly this idea of going away for the summer is gaining foothold. Formerly only a few of the wealthier classes, or invalids in search of health, indulged in this luxury, but now one finds all classes and conditions of people taking a summer vacation. Every body of water that can be called, by courtesy, a lake, has been used to advertise a "resort." All sorts of springs, cold, warm, medicated or otherwise, have been utilized to form the nucleus of a "sanitarium." The sea shore is almost one unbroken line of hotels and cottages for summer tourists, and even the fastnesses of the mountains offer comfort and accommodation to the transient guests. In fact, our people, in their journeyings to find weather suited to their tastes, are beginning to resemble the Bedouins of the desert, mere so-journers, who pitch their tents until the spirit of restlessness impels them to move on.

Perhaps the large majority of these travelers are women, they certainly predominate at the "watering places" and various summer resorts. America is not a country of landed aristocracy, where a man inherits a large income and has no object in life but to amuse himself. Here our men must work hard to earn the privilege of rest and recreation for themselves and families, and the character of the occupations is such that very few men can afford to leave their business for any considerable length of time. And so the wives and daughters make the summer tour while the husbands and fathers remain at home and earn the money to pay the bills. At the first glance, this seems rather a one-sided arrangement and not exactly fair to the members of the male persuasion, but when one considers how much "recreation" these same individuals manage to enjoy outside of business hours all the year round, it will be found that the pleasure-seeking is about evenly divided.

It is rather late in the day to inquire whether or not this breaking up and migrating once or twice a year is in the best interests of domestic happiness. It has come to be an accepted condition of affairs, the custom is spreading into all the ranks of life, and people of any pretensions must go away for a while during the season, if it is only to visit the country cousins. There is no question but that a change of scene, climate and occupation is beneficial; the only point to be considered is whether it is best for the husbands and wives to be separated a portion of every year. It is hardly worth while to dis-

cuss the subject of husbands who go away to spend the summer, leaving the wives at home, for such cases are the exception. The rule is for the wife and family to spend the season away while the husband remains at home. If the whole family could go together for an "outing," there could be only one opinion as to the wisdom of such a trip, and if women could be induced to simplify the wardrobe of themselves and children and be satisfied with plainer accommodations, the husband could oftentimes afford to leave business for awhile and go with his family.

In general, men are willing to make some sacrifices in order that their families may enjoy themselves, and are satisfied to let them spend the summer in whatever manner will give them the most enjoyment; and sometimes they send them away in order that they may have a good time themselves. It is an old saying, and one in which women seem to take some comfort, that "husbands appreciate their wives better after they have been absent awhile." There may be some truth in this. We are apt to become indifferent to our best gifts when they are a matter of daily occurrence and there seems no chance of their ever being taken away. Perhaps the adage that "we must lose a blessing before we can appreciate it," applies to wives, but women should not presume too far upon this precept. Widowers have been humorously likened to babies: "The first six months they cry a great deal; the second, they begin to take notice; and it is very hard for them to get through their second summer." It would not be very far-fetched to apply this description to deserted husbands. It is better for even the best of men to have the restraint of wife and family. After the business of the day is finished a man needs to turn his footsteps homeward. Filled with thoughts of those who are waiting for him, he passes by temptation without observing it. He looks beyond vice in its various alluring forms and sees the light in the window at home. But when that home is closed and darkened he must seek elsewhere for attractions, and it must be admitted that those which are held out for the entertainment of men are not such as a wife would approve. Some men have a God-like strength which defies temptation; the majority resist for awhile but yield under long-continued pressure. It is well, perhaps, for wives to make short absences. The return gives a zest and a piquancy to domestic life, which sometimes does grow a little monotonous. But the wife who spends season after season away, seeking only her own comfort and enjoyment, will return some day to find that the love and fidelity and happiness of married life have gone down in hopeless ruin.

But what can be said to that wife who remains at home through all the changing

seasons, faithful and steadfast, thinking only of her husband's pleasure, and yet beholds all that makes wedded life sacred and beautiful, wrecked beyond the chance of redemption? Heaven help her! The world is still full of pleasant things. She may seek peace and solace in travel, in literature, in music; but there will be a cloud over the fairest landscape, a mist upon the pages of the book, a discord among the sweetest notes. The best of her life has been offered a useless sacrifice, and yet she longs to do some good with the years that still are left. Much of the noblest work that benefits the world to-day is given by these women, whose hearts are breaking, though they make no sign.

For Woman's Department:

HE WENT TO SEEK HIS FORTUNE.

He went to seek his fortune, girls,
And such a search had he!
He wandered east, he wandered west,
By land and mount and sea.
When every shore he'd traveled o'er,
And proved it vain to roam,
He turned about where he set out
And found it nearer home.
And found it nearer home, my girls.
Away from shore and sea:
For fortune's gate is fixed as fate
Till woman finds the key.

So I became his fortune, girls,
His dearest wealth in life;
And oft he's told the best of gold
Was in a careful wife:
He wonders yet how he could set
On such a quest to roam,
For 'tis confessed that fortune's chest
Is ever found at home.
Is ever found at home, my girls,
Away from shore and sea:
Though fortune's box had double locks,
We girls could find the key.

LINDSAY, ONT.

H. M. C.

Letters of Thanks.

HAMMOND, IND., August 26, 1886.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: I received a draft for \$1,500 from H. Bradford, Financier of Garfield Lodge, in payment of the policy held by my late husband, J. P. Coates, for which I return my deep and sincere thanks. Wishing the Brotherhood prosperity and success.

Yours truly,

MRS. E. A. COATES.

SCHENECTADY, N. Y., Sept. 2, 1886.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: I wish, through your Magazine, to express my thanks for the very prompt payment of \$1,500 by Mr. George Palmateer, Financier of 18-K Lodge, No. 210. I also desire to express to the members of 18-K Lodge, No. 210, my appreciation of the love and sympathy manifested to my dear nephew, Clarence C. Chase, during his illness and at the time of his death, and for the beautiful flowers presented as a token of that love and sympathy. That you may all be guided by the unerring love and care of the dear Father in Heaven is the sincere wish of

NELLIE LITTLE.

CHERRYVALE, KAN., June 24, 1886.

To the Brotherhood of Locomotive Firemen :

GENTLEMEN: I desire to express my sincere thanks for the payment in full for a disability claim.

With best wishes for the prosperity of the Brotherhood, I remain yours, fraternally,

C. G. RICH.

JONESBORO, ARK., July 10, 1886.

To the Brotherhood of Locomotive Firemen :

BROTHERS: Words cannot express my gratitude to the B. of L. F. I had the misfortune to break my leg June 14, 1884, and finally after months of suffering had it taken off, being a constant sufferer for a year. But the B. of L. F. has made my trouble much easier to bear by their kind attention, and have paid me my insurance in full for total disability.

J. W. BARKER.

MADISON, WIS., July 25, 1886.

To the Officers and Members of S. S. Merrill Lodge No. 188, B. of L. F. :

DEAR SIR: We wish to express our sincere thanks to you for your kindness to us at the death of our son, John Devine.

We also acknowledge the receipt of \$1,500 from H. Price, Financier.

The Brotherhood will always have our sincere wishes for its prosperity. Respectfully,

MR. AND MRS. DEVINE.

CHARLESTON, ILL., August 21, 1886.

To the Brotherhood of Locomotive Firemen :

SIRS: I wish to acknowledge the receipt of a draft for \$1,500, the amount due me on the policy held by my husband, for which I return my heartfelt thanks. Words fail to express my gratitude to the Brotherhood. I also extend my sincere thanks to the members of the Lodge for their uniform kindness in the hour of affliction. May heaven's choicest blessings rest upon you each and all.

MRS. IDA LYON.

MARQUETTE, MICH., August 23, 1886.

To the Brotherhood of Locomotive Firemen :

DEAR SIR: I beg to acknowledge receipt of a draft for \$1,500, presented to me in open Lodge by our Master, L. L. Hood, in full of my disability claim. I am especially thankful to the members of S. M. Stevens Lodge No. 150 for their kindness to me during my affliction. Wishing the Brotherhood God speed in its noble mission, I am yours fraternally,

WM. KITS.

CHELSEA, MICH., August 9, 1886.

To the Officers and Members of Gilbert Lodge No. 240, B. of L. F. :

SIRS: I desire to express my sincere thanks to the Brotherhood of Locomotive Firemen for the prompt payment of \$1,500 due me on the policy of my son, Thomas H. Looney, at the hands of Mr. S. Verburg, Financier. I also desire to express my sincere thanks for the beautiful flowers that were brought from Gilbert Lodge, and also to those who accompanied the remains, and those who so kindly assisted at the funeral. May the Brotherhood of Locomotive Firemen always prosper, is the wish of

MRS. SARAH LOONEY.

PHILADELPHIA, PA., June 27, 1886.

To the Brotherhood of Locomotive Firemen :

DEAR SIR: I desire to return my sincere thanks for the prompt payment of \$1,500 by J. M. Hamm, Financier of New Era Lodge No. 76, for the policy of my late husband, Wm. R. Roberts. I also desire to express my thanks to the members of New Era Lodge, No. 76, for their kindness to me during my husband's sickness, especially to D. A. Armstrong, who was with us at Big Springs, Texas, during Mr. Roberts' illness. He was a friend and a brother to us indeed. May God ever bless and protect your noble Brotherhood, is the sincere wish of

MRS. S. H. ROBERTS.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen of North America, and will contain all Notices of Assessments and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

OCTOBER, 1886.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., October 1, 1886. }

Assessment Notice.

No. 24.—\$1.00.

To Subordinate Lodges :

SIRS AND BROTHERS: You are hereby notified of the following deaths and disabilities:

214. Frank Dewitt, of Lodge 196, was killed by Railroad Accident April 29.

215. Geo. W. Yopst, of Lodge 78, was killed by Railroad Accident July 31.

216. Chas. Knebles, of Lodge 293, died of Typhoid Fever August 7.

217. Chas. Haid, of Lodge 313, was killed by Explosion of his Engine August 11.

218. W. H. Speaker, of Lodge 103, was killed by Explosion of his Engine August 11.

219. H. H. Purdy, of Lodge 3, died of Peritonitis August 12.

220. E. G. Anderson, of Lodge 167, was declared totally disabled with Consumption August 19.

221. D. O. Brown, of Lodge 243, died of Typho-Malarial Fever August 21.

222. David B. Hawks, of Lodge 201, died of Heart Disease August 30.

223. Joseph Collins, of Lodge 142, died of Typhoid Fever, Sept. 3.

224. N. McGrath, of Lodge 107, was declared totally disabled with Spinal Disease, Sept. 9.

The amount of ONE DOLLAR is due on the above claims from all members whose names were on the rolls of membership Sept. 9, 1886, and must be paid to your Financier on or before November 1, 1886. The Financier is required to forward the above assessment so it will reach the Grand Lodge on or before November 10, 1886. Members failing to make payment as above provided, will stand suspended from all the benefits of the Order during such arrearage, as per Section 4 of Article 5 of the Constitution.

Fraternally, yours,

EUGENE V. DEBS, G. S. and T.

OFFICE OF THE GRAND LODGE B. OF L. F. }
TERRE HAUTE, IND., October 1, 1886. }

Special Notice.*To Subordinate Lodges :*

DEAR SIR: Your attention is hereby called to the following special notice, viz.:

BACK NUMBERS.

A full set of Magazines for 1877, and one copy of December, 1876, are desired by the Grand Lodge. Any member having these copies and wishing to dispose of them, will please correspond with the Grand Secretary.

Yours fraternally,

EUGENE V. DEBS,
G. S. and T.F. P. SARGENT,
G. M.

Notice to Absent Members.

THOMAS FLAVIN.

Thomas Flavin, of Pioneer Lodge, No. 108, is requested to correspond with the Financier of his Lodge at once.

JOSEPH FLAGE.

Any one knowing the whereabouts of Joseph Flage will please notify William Jones, box 55, Glendive, Montana.

Reinstatements.

The following reinstatements have been reported for the month of August:

Lodge.	NAMES.	Lodge.	NAMES.
30	T. A. Dillion.	110	D. O'Shea.
56	E. A. Coulter.	115	L. D. Blunt.
61	Thos. Cox.	122	E. C. McClure.
67	Chas. Hibbert.	127	J. B. Ellis.
75	J. Kilpatrick.	156	J. H. Rhodes.
78	J. Duskin.	165	P. H. Powers.
99	A. Luttringer.	178	J. Chatterdon.

Expulsions.

The following expulsions have been reported for the month of August:

Lodge.	NAMES.	Lodge.	NAMES.
3	A. N. Hicks.	142	W. B. Curtis.
14	S. H. Peacock.	142	W. Pitcher.
14	W. H. Higgs, Jr.	145	J. E. Lyters.
22	J. W. Smithers.	149	C. M. Roach.
26	F. S. Cowles.	150	R. M. Chambers.
27	F. Norris.	157	W. Cockley.
27	F. N. Chase.	157	C. A. Wilson.
28	M. A. Clark.	161	M. Gochmour.
34	F. Anderson.	162	Wm. Smith.
37	H. D. Howard.	164	B. E. Jackson.
37	J. Hughey.	166	P. Burns.
40	Wm. Fitzgerald.	166	P. A. Foster.
57	C. A. Fuller.	166	D. H. Jackson.
57	N. Metzger.	173	J. Hastings.
62	W. Wells.	177	Chas. Sink.
66	A. Petrie.	178	Jno. Russell.
67	Jno. Hushin.	179	P. R. Johnson.
67	C. W. Tomlin.	190	Frank Cristoph.
83	J. W. Yocum.	218	S. R. Hedger.
101	N. B. Harlow.	220	D. H. Rissell.
103	J. Hisselbine.	231	E. J. Cames.
104	M. O'Hagen.	235	W. S. Bingham.
104	J. B. Carroll.	237	B. Buck.
104	M. Chalk.	237	J. L. Ward.
104	J. Connelly.	246	J. F. Wineberly.
106	Geo. Welch.	248	Jno. Blat.
106	Thos. Welch.	260	J. M. Littlefield.
113	Jno. Burt.	260	G. W. McDowell.
113	J. Cashmore.	262	G. Barnhart.
115	J. W. Wright.	278	J. C. Baxter.
115	C. Rothoff.	278	A. Carson.
116	E. J. Collins.	278	G. J. Hanegan.
116	J. A. Stewart.	278	J. McClendon.
120	F. R. Legg.	278	H. E. Parks.
123	L. A. Hammond.	278	Wm. Radey.
123	J. T. Burke.	278	T. Tucker.
125	R. M. Stewart.	278	Geo. Eitel.
125	L. E. Pemberton.	279	J. B. Devine.
125	W. Mayne.	281	Hugh Funk.
127	J. A. Hunter.	287	G. C. Crawford.
135	R. M. Ingraham.	298	Fred. Howard.
140	J. A. Welborn.	298	P. Belleville.

† Drunkenness.

† Unbecoming conduct.

† Defrauding Lodge.

† Contempt of Lodge.

† Defrauding a member.

All not marked, for non-payment.

OFFICE OF GRAND SECRETARY AND TREASURER.
TERRE HAUTE, IND., September 1, 1886.

Beneficiary Statement.**To Subordinate Lodges:**

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending August 31, 1886:

RECEIPTS.

Lodge Nos.	Back	Assessm'ts.	Assessm't 21.	Assessm't 22.	TOTAL.	Lodge Nos.	Back	Assessm'ts.	Assessm't 21.	Assessm't 22.	TOTAL.
1	\$2	\$81			\$83 00	72	\$9	\$83			\$92 00
2	16	16			18 00	73	6	55			61 00
3	70	196			266 00	74	24	38			62 00
4	49	63			112 00	75	96	164			260 00
5	82	82			82 00	76	3	50			53 00
6	33	33			40 00	77	47	82			139 00
7	24	24			28 00	78	2	96			98 00
8	11	46			57 00	79	9	46			55 00
9	87	59			146 00	80					
10	3	59			62 00	81	5	77			82 00
11	7	122			129 00	82					
12	39	230			269 00	83	36	38			74 00
13	2	100			102 00	84	4	76			80 00
14	22	125			147 00	85	1	39			40 00
15	53	53			53 00	86	9	51			60 00
16	34	128			162 00	87	5	25			25 00
17	15	13			28 00	88	31	27			58 00
18	13	46			59 00	89	39	39			78 00
19	32	32			32 00	90		6			6 00
20	2	25			27 00	91	24	20			44 00
21	21	24			45 00	92	14	17			31 00
22	7	25			32 00	93	1	75			76 00
23	11	13			27 00	94	18	51			69 00
24	7	50			63 00	95	39	59			98 00
25	1	61			62 00	96		38			38 00
26	56	56			63 00	97	9	44			53 00
27	22	59			81 00	98	5	19			24 00
28	4	71			75 00	99	10	77			87 00
29	1	42			43 00	100	22	27			49 00
30	19	24			43 00	101	98	98			196 00
31	45	64			109 00	102	4	43			47 00
32	12	28			40 00	103	50	92			142 00
33	2	59			61 00	104	26	14			40 00
34						105	4	85			89 00
35	16	20			36 00	106	10	25			35 00
36	13	53			66 00	107	4	51			55 00
37						108	2	26			28 00
38		58			58 00	109	9	65			74 00
39	2	63			65 00	110	8	31			39 00
40	16	71			87 00	111	37	40			77 00
41	6	20			26 00	112	8	37			45 00
42		36			36 00	113	13	30			43 00
43	7	74			81 00	114		20			20 00
44	10	71			81 00	115	50	28			78 00
45	11	65			76 00	116		43			43 00
46	25	16			41 00	117	1	50			51 00
47		119			119 00	118	2	19			21 00
48		61			61 00	119	5	30			35 00
49	25	33			58 00	120	9	72			81 00
50		141			144 00	121	13	34			47 00
51	11	47			58 00	122	13	52			65 00
52	4	97			101 00	123	22	56			78 00
53	12	46			58 00	124	18	27			45 00
54	9	79			88 00	125	32	36			68 00
55	28	28			56 00	126	7	13			20 00
56	14	18			32 00	127	20	66			86 00
57	46	190			246 00	128		23			23 00
58	4	5			9 00	129		69			69 00
59	29	59			88 00	130	27	73			100 00
60	18	78			96 00	131	3	20			23 00
61	43	55			100 00	132					
62	6	51			57 00	133		30			30 00
63	20	20			46 00	134	3	20			23 00
64	10	25			35 00	135	1	55			56 00
65	7	57			64 00	136	8	16			24 00
66	42	47			89 00	137		30			30 00
67	25	84			113 00	138	3	35			38 00
68	30	49			79 00	139	5	11			16 00
69	5	42			47 00	140	1	47			48 00
70	11	24			35 00	141	1	87			88 00
71	12	47			59 00	142	48	52			100 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't 21.	Assessm't 22.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't 21.	Assessm't 22.	TOTAL.
143	\$8	\$12		\$20 00	222	\$13	\$22		\$35 00
144	4	32		36 00	223	3	10		13 00
145	1	28		29 00	224	4	23		27 00
146	17	28		45 00	225	11	16		27 00
147	7	28		35 00	226		27		27 00
148	10	19		29 00	227	19	12		31 00
149	24	145		169 00	228	18	68		86 00
150		47		47 00	229		31		31 00
151	9	41		50 00	230		55		55 00
152	6	16		22 00	231	35	31		66 00
153	44	65		109 00	232	14	20		34 00
154	48	44		92 00	233				
155					234	10	22		32 00
156	6	44		50 00	235	14	22		36 00
157	24	20		44 00	236	1	12		13 00
158	16	43		59 00	237	19	45		64 00
159	18	18		36 00	238	6	14		20 00
160	12	41		53 00	239	7	30		37 00
161	19	49		68 00	240	1	50		51 00
162		89		89 00	241	5	19		24 00
163	12	22		34 00	242	2	35		37 00
164	6	40		46 00	243		32		32 00
165	24	24		48 00	244				
166	38	25		63 00	245	1	18		19 00
167	17	27		44 00	246	4	20		24 00
168	12	30		42 00	247	7	15		22 00
169	11	89		100 00	248	7	19		26 00
170	16	23		39 00	249	3	14		17 00
171	3	13		16 00	250	1	48		49 00
172	60			60 00	251	6	24		30 00
173	27	39		66 00	252		65		65 00
174	18	91		109 00	253	10	31		41 00
175	10	25		35 00	254	14	20		34 00
176		17		17 00	255	9	16		25 00
177	3	41		44 00	256	1	25		26 00
178	7	50		57 00	257	1	27		28 00
179	9	37		46 00	258				
180	8			8 00	259	22			22 00
181	5	20		25 00	260	5	20		25 00
182	10	25		35 00	261				
183	77			77 00	262	8	9		17 00
184	15	9		24 00	263	7	19		26 00
185					264	1	35		36 00
186	78	32		110 00	265		41		41 00
187	3	13		16 00	266	3	32		38 00
188		55		55 00	267	11	13		24 00
189		1		1 00	268	6	12		18 00
190	19	20		39 00	269	7	19		26 00
191	54			54 00	270	18	47		65 00
192					271		19		19 00
193	3	5		8 00	272	2	25		27 00
194	2	31		33 00	273	1	37		38 00
195	21	46		67 00	274	16			16 00
196	2	28		30 00	275	4	15		19 00
197	1	27		28 00	276	7	12		19 00
198	15	29		35 00	277	4	11		18 00
199		24		24 00	278	11	6		17 00
200	18	15		33 00	279	5	11		16 00
201	1	35		36 00	280		28		28 00
202	21	31		52 00	281	1	21		22 00
203	7	31		38 00	282	9	14		23 00
204	46	17		63 00	283	4	23		27 00
205	14	59		73 00	284	13	41		54 00
206	13	7		20 00	285	13	19		32 00
207		56		56 00	286	16	51		67 00
208	3	31		34 00	287	4	33		37 00
209	9	18		27 00	288		17		17 00
210	2	34		36 00	289	5	6		11 00
211	10	50		60 00	290	30	14		44 00
212		19		19 00	291	16	16		32 00
213	5	21		26 00	292	2	13		15 00
214	16	25		41 00	293		45		52 00
215	1	43		44 00	294	5	20		25 00
216	6	68		74 00	295	5	21		26 00
217	10	16		26 00	296		25		25 00
218	14	11		25 00	297	3	17		20 00
219	10	44		54 00	298	2	9		11 00
220	2	41		43 00	299		28		28 00
221		34		34 00	300				

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't 21.	Assessm't 22.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't 21.	Assessm't 22.	TOTAL.
301	\$1	\$16		\$17 00	311				
302	4	22		26 00	312		\$16		\$16 00
303					313	3	15		18 00
304	2	17		19 00	314	4	12		16 00
305	1	19		20 00	315	20	20		20 00
306	2	14		16 00	316	2	11		13 00
307		27		27 00	317		19		19 00
308	1	9		10 00	318				
309	12	15		27 00	319		5		5 00
310		16		16 00					

Balance on hand August 1 \$21,189 50
Received during month 15,467 00

Total \$36,656 50
By claims 182, 183, 184, 185, 186, 187, 188, 189,
190, 191, 192, 193, 194, 195, 196, 197, 198, 199,
and 200 \$28,500 00
Balance on hand September 1 8,156 50
Respectfully submitted,
EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. Sargent Grand Master
Terre Haute, Indiana.

J. J. Hannahan Vice Grand Master
Box 655, Englewood, Ill.

E. V. Debs Grand Secretary and Treasurer
Terre Haute, Indiana.

J. J. Hannahan Grand Organizer and Instructor
Box 655, Englewood, Ill.

TRUSTEES.

C. W. Gardner Fort Dodge, Iowa
C. C. Sutherland Creston, Iowa
L. P. Smith Chicago, Ill.

EXECUTIVE COMMITTEE.

H. Walton Philadelphia, Pa.
W. E. Burus Chicago, Ill.
F. X. Holl Minneapolis, Minn.
J. J. Leahy Philadelphia, Pa.
W. H. McDonnell Scranton, Pa.

Subordinate Lodges.

- 1. DEER PARK; Port Jervis, N. Y.**
Meets every Sunday at 2 P. M.
G. Carner Master
J. E. Cook, Box 215 Secretary
C. E. Barkman Financier
- 2. HAND IN HAND; Providence, R. I.**
Meets 2d Monday of each month.
G. T. Lowe, 10 Conard St. Master
H. Atwood, 5 Liberty St. Secretary
J. W. Williams, 27 Jefferson St. Financier
- 3. ADOPTED DAUGHTER; Jersey City, N. J.**
Meets 2d and 4th Sundays, Cor. Grove and Fourth
Sts.
R. H. Thornhill, 3 Alexander Row. St.
Paul Ave Master
R. H. Roden, 72 Erie St. Secretary
G. Aughter, 205 Third St. Financier
- 4. GREAT EASTERN; Portland, Maine.**
Meet at 53 Temple St., Cor. Congress St., in Con-
gress Hall, 2d and 4th Saturdays at 1 P. M.
L. G. Shaw, 82 Lincoln St. Master
L. P. Bailey, 26 May St. Secretary
F. A. Huff, 49 Hanover St. Financier
- 5. CHARITY; St. Thomas, Ontario.**
Meets every Tuesday.
T. Quirk, Box 784 Master
A. S. Adams, Box 1313 Secretary
T. L. Hoyt, Box 784 Financier

- 6. PRIDE OF THE WEST; Desoto, Mo.**
Meets 1st and 3d Mondays at 1 P. M.
W. J. Edy Master
F. Parker Secretary
R. H. Lanhan Financier
- 7. POTOMAC; Washington, D. C.**
Meets Cor. 13th and E St. N. W., 1st and 3d Thursdays at 1 P. M. sharp
J. B. May 477th F. St. S. W. Master
W. C. Jasper, 493 Maryland Ave. S. W. Secretary
E. B. Hunt, 86 Maryland Ave., Baltimore, Md. Financier
- 8. RED RIVER; Denison City, Texas.**
Meets 1st and 3d Saturdays at 2 P. M. and 2d and 4th Saturdays at 8 P. M. in K. of L. Hall.
O. Cox Master
D. T. Reece Secretary
C. Royce Financier
- 9. FRANKLIN; Columbus, Ohio.**
Meets 1st Monday and 3d Tuesday at 7:30 P. M.
W. J. Evans Master
C. C. Colt, 204 Baird St. Secretary
J. D. Coffey, 129 N. 20th St. Financier
- 10. FOREST CITY; Cleveland, Ohio.**
Meet every other Sunday at 182 Ontario St., at 2 P. M.
J. Saunders, 361 Harbor St. Master
A. G. Laubscher, Seward St., W. Cleveland Secretary
F. C. Whitmore, 143 Sterling Ave. Financier
- 11. EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays at 2 P. M.
T. F. Ayers Master
C. W. Vannatta Secretary
J. W. Sinclair, L. Box 80 Financier
- 12. BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 193 Seneca St.
J. F. Hayes, 368 Seneca St. Master
Wm. J. Bruman, 395 Swan St. Secretary
A. L. Jacobs, 543 S. Division St. Financier
- 13. WASHINGTON; Jersey City, N. J.**
Meet 4th Sunday at 10:30 A. M. in Masonic Hall.
W. W. Snyder, Box 333, Somerville, N. Y. Master
F. R. Degroff, 260 Communipaw Ave. Secretary
C. A. Wilson, 147 Pacific Ave. Financier
- 14. EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. over 34 Washington St., fourth floor.
E. Walters 236 S. West St. Master
J. Sharkey, 1, B. & W. Shops Secretary
Wm. Hugo, 79 N. Noble St. Financier
- 15. ST. LAWRENCE; Montreal, Canada.**
Meets alternate Sundays at 2:30 P. M.
E. Upton, 13 Shearer St. Master
G. Kell Secretary
V. A. Dickson, 72 Mullin St. Financier
- 16. VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs Master
J. F. O'Reilly, 617 N. 5th St. Secretary
C. A. Bennett, 707 N. 8th St. Financier
- 17. OLD POST; Vincennes, Ind.**
Meets in K. of P. Hall, every Sunday at 2 P. M.
F. Esch, O. & M. Shops Master
C. Walters, Box 260 Secretary
W. H. Carter, O. & M. Shops Financier
- 18. WEST END; Slater, Mo.**
Meets every Saturday at 7:30 P. M.
W. H. Swan, Box 270 Master
C. S. Frazier Secretary
G. W. Michel Financier
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:30 P. M.
H. M. Johnson Master
W. B. Tannev Secretary
A. R. Arthur Financier
- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 P. M.
W. Williams, Box 182 Master
G. C. Wells, Box 117 Secretary
C. H. Laird Financier
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M. S. W. cor. Broadway and Carroll Sts.
A. Williams, 1540 Gratiot St. Master
H. Blocker, 1822 Menard St. Secretary
W. A. Murphy, 1500 Poplar St. Financier
- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
M. Stillwell, L. Box 78 Master
L. L. Johnson, L. Box 111 Secretary
L. Sullivan, Box 367 Financier
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Sundays.
F. Elliott, Box 93 Master
J. Ott Secretary
T. H. Williams, Box 37 Financier
- 24. GREAT WESTERN; Parsons, Kansas.**
Meet in K. of L. Hall every Wednesday at 2 P. M.
A. P. Fraker Master
L. D. Harrington, Box 338 Secretary
E. J. Powell Financier
- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays.
T. W. Smith Master
J. P. Ashton Secretary
O. Dougherty Financier
- 26. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays at 7:30 P. M.
S. H. Wood, Box 912 Master
F. Snyder Secretary
A. E. Brown, Box 1057 Financier
- 27. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d and 4th Sundays.
W. C. Byers, 332 F Ave. W. Master
S. W. Thorp, 89 2d St. West Secretary
W. Turner, Box 917 Financier
- 28. ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
S. J. Crockett Master
H. B. Maxwell Secretary
W. A. Thompson, L. Box 204 Financier
- 29. CERRO GORDO; Mason City, Iowa.**
Meets S. E. cor. 2d and Commercial St.
P. A. Loveland, Box 638 Master
J. Fulton Secretary
A. H. Tucker Financier
- 30. CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
J. R. Miller Master
E. T. Gregory Secretary
R. A. Corson, Box 406 Financier
- 31. R. R. CENTRE; Atchison, Kansas.**
Meet cor. 3d and Commercial St., at 2 P. M.
T. E. Jordan, 213 N. 6th St. Master
C. H. Salisbury, 103 N. Liberty St. Secretary
F. W. Pausch, 1001 Commercial St. Financier
- 32. BORDER; Ellis, Kansas.**
J. H. Houston Master
T. McMahon, Box 230 Secretary
G. M. McClure, Box 205 Financier
- 33. SUCCESS; Trenton, Mo.**
Meets 1st and 3d Mondays at 2 P. M. and 2d and 4th Mondays at 7 P. M.
C. J. Snyder Master
R. Sugg Secretary
W. Eckerman Financier
- 34. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
R. Primrose, Box 1146 Master
J. M. Wheeler Secretary
F. A. Kinch, Box 381 Financier
- 35. AMBOY; Amboy, Ill.**
Meets 1st and 3d Sundays at 3 P. M.
G. W. Bainter, Box 498 Master
J. F. Maloney, Box 389 Secretary
G. W. Bainter, Box 498 Financier
- 36. TIPPECANOE; Lafayette, Ind.**
Meets every Sunday at 2 P. M.
C. Ernst, 159 Salem St. Master
W. J. Wepley, L. & E. W. Shops Secretary
W. H. Willoughby, 29 N. 3d St. Financier

37. **NEW HOPE; Centralia, Ill.**
Meets 1st and 3d Sundays at 2 P. M., in Engineer's Hall, Broadway, bet. Chestnut and Walnut.
J. M. Shepherd, Box 554 Master
W. D. Holton Secretary
C. H. Randall Financier
38. **AVON; Stratford, Ontario.**
Meet in A. C. F. Hall 1st and 3d Sundays at 2 P. M.
S. J. McKown, Box 318 Master
J. Burke, Box 318 Secretary
G. Nursey, Box 318 Financier
39. **TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M. in Engineer's Hall.
C. H. Church, C., R. I. & P. Round House. Master
G. J. M. Colburn, Box 113 Secretary
G. J. M. Colburn, Box 113 Financier
40. **BLOOMING; Bloomington, Ill.**
Meets 910 W. Chestnut St., every Tuesday evening, at 7:30 P. M.
E. Browning, 714½ W. Washington St. Master
W. Cavanaugh, 902 N. Lee St. Secretary
W. Cavanaugh, 902 N. Lee St. Financier
41. **ONWARD; Dickinson, Dakota.**
Meets every Sunday at 7:30 P. M.
O. Dasky Master
W. L. Cunningham, L. Box 215 Secretary
E. E. Hayden Financier
42. **ELMO; Madison, Wis.**
Meets 2d and 4th Sundays.
M. O'Loughlin, 607 W. Dayton St. Master
J. Parish, Clymer St. Secretary
W. D. Scampton, 911 W. Johnson St. Financier
43. **ST. JOSEPH; St. Joseph, Mo.**
Meets 2d and 4th Sundays at 2:30 P. M.
J. E. Shortell, 705 So. 10th St. Master
E. R. Patterson, Southwest Corner 10th and Mitchell Sts. Secretary
J. Hyndman, 2218 S. 8th St. Financier
44. **F. W. ARNOLD; East St. Louis, Ill.**
Meets in Jackiesch Hall alternate Tuesdays, 7:30 P. M.
J. T. Sullivan, Box 116 Master
T. J. Hayes Secretary
J. Bisson, L. Box 38 Financier
45. **ROSE CITY; Little Rock, Ark.**
Meets every Monday at 7:30 P. M.
W. N. Horton, 1704 W. 3d St. Master
H. H. Burrus, 1223 W. 4th St. Secretary
T. A. Howell, 1704 W. 3d St. Financier
46. **CAPITAL; Springfield, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
C. W. Glyson, 1200 S. 4th St. Master
F. Pratt, E. Washington St. Secretary
J. Shafer, 1209 S. 5th St. Financier
47. **TRIUMPHANT; Chicago, Ill.**
Meet N. W. Cor. LaSalle and Adams St., Hall C, 1st Sunday at 2 P. M. and 3d Saturday at 7:30 P. M.
T. A. Deegan, Box 58, Brighton Park, Ill. Master
L. Zunkel, 109 Johnson St. Secretary
E. J. McGuirk, 3 E. Washington St. Financier
48. **W. F. HYNES; Peoria, Ill.**
Meet at 105 S. Adams St. 1st and 3d Sundays at 2 P. M.
W. Baugh, T. P. & W. Engine House Master
W. A. McMillan, P. P. & M. R. R. Shops. Secretary
G. C. Watt, 617 1st St. Financier
49. **J. M. RAYMOND; Decatur, Ill.**
Meet Cor. R. R. Ave. and Eldorado St. every Sunday at 3 P. M.
C. E. Walker, 1330 E. William St. Master
E. Higgins, 1261 E. Eldorado St. Secretary
L. Miesse, 1021 E. Eldorado St. Financier
50. **GARDEN CITY; Chicago, Ill.**
Meet Cor. 7th and State Sts. 1st and 3d Saturdays at 8 P. M.
H. W. Roscup, 5458 School St. Master
J. J. Coffey, 4142 Wentworth Ave Secretary
T. P. Adams, 4603 Dearborn St. Financier
51. **FRISCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Masonic Hall.
E. A. Bush, Box 291 Master
M. Gaffney Secretary
G. E. Dilliard, Box 264 Financier
52. **GOOD WILL; Logansport, Ind.**
Meet Cor. 12th and Spear Sts. Sundays at 2 P. M.
A. Swadner Master
F. P. Jackson, L. Box 626 Secretary
E. H. Laing, L. Box 626 Financier
53. **EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays at 2:30 P. M., in A. O. U. W. Hall.
J. Turnpugh Master
W. Gilpin, Box 1426 Secretary
J. Gallagher, Box 1172 Financier
54. **ANCHOR; Moberly, Mo.**
Meet in Supplies' Hall every Tuesday at 7:30 P. M.
W. P. Carlisle, Box 802 Master
L. T. Burton, Box 785 Secretary
E. A. Blades, L. Box 1474 Financier
55. **BLUFF CITY; Memphis, Tenn.**
Meet 2d and 4th Thursday nights Cor. 2d and Adams Sts.
T. Fox, L. & N. Shops Master
M. J. Cody, L. & N. Shops Secretary
W. A. Ashley, L. & N. Shops Financier
56. **BANNER; Stansberry, Mo.**
Meets every Saturday at 7 P. M.
M. Turnham, Box 212 Master
S. A. Briggs, L. Box 400 Secretary
W. E. Baldwin, L. Box 400 Financier
57. **BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays at 10 A. M.
F. A. Bushnell, N. Y. & N. E. Round House, S. Boston, Mass. Master
R. P. Jones, 197 Summer St., E. Boston. Secretary
A. W. Spurr, Henderson House, Hammond St. Financier
58. **SACRAMENTO; Rocklin, Cal.**
Meet every Sunday at 2 P. M. in Masonic Hall.
L. G. Jeardeau Master
J. P. Clark, Box 68 Secretary
G. W. Culver Financier
59. **ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday night.
M. Zumburum Master
M. N. Lines Secretary
C. S. Walker Financier
60. **UNITED; Philadelphia, Pa.**
Meet at 2204 Marshall St. alternate Sundays at 9:30 A. M.
F. L. McGill, 2132 Thouran St. Master
J. A. Minges, 1714 W. Front St. Secretary
J. Shepherd, 2510 Alder St. Financier
61. **MINNEHAHA; St. Paul, Minn.**
Meets 2d and 4th Sundays at 3 P. M.
L. Sharpless, Jr., 682 Armstrong st. Master
F. Maher, 221 Penn ave Secretary
P. Curriegan, 985 Rice St. Financier
62. **VANBERGEN; Carbondale, Pa.**
Meet at Odd Fellows' Hall, Cor. Church and Raftery Sts., 2d and 4th Sundays at 3 P. M.
D. Wilson Master
A. W. Banks Secretary
O. E. Histed, L. Box 855 Financier
63. **HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
S. D. Moore, Box 1262 Master
S. Smith, Box 772 Secretary
M. Brown, Vandercook, Ill. Financier
64. **SIoux; Sioux City, Iowa.**
Meets cor 4th and Douglas Sts 2d and 4th Sundays.
G. M. Martin, Box 298 Master
Jos. Coyle, Box 466 Secretary
G. M. Martin, Box 298 Financier

- 65. FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 348 Master
H. H. Richardson Secretary
J. Debar Financier
- 66. CHALLENGE; Belleville, Ontario.**
Meet 2d and 4th Sundays at 2:30 P. M. at 223 Station St.
R. Milne Master
C. Spry, G. T. Ry Secretary
J. Logue, Box 10, Bellville Sta., Ontario. Financier
- 67. DOMINION; Toronto, Canada.**
Meet in Occident Hall 1st and 3d Sundays at 2:30 P. M.
J. W. Lamb, 10 Mand St Master
S. Vaughan, 270 King St Secretary
J. Pratt, 73 Huron St Financier
- 68. EAU CLAIRE; Eau Claire, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
J. L. Hafer Master
C. H. Dexter, Box 48, Altoona, Wis. Secretary
J. B. Hawley Financier
- 69. ISLAND CITY; Brockville, Ontario.**
Meet alternate Thursdays at 7:30 P. M. King St., over Barnes' Dry Goods Store.
W. H. Parsley Master
W. Strong Secretary
J. J. Beehler Financier
- 70. LONE STAR; Longview, Texas.**
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. Crowley, Box 411 Master
O. P. Cuberly, Box 411 Secretary
J. H. Doan, Box 411 Financier
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meet 2d and 4th Sundays at 7 P. M. at B. of L. E. Hall.
C. C. Bunker, Box 672 Master
J. E. Ryan, Box 637 Secretary
P. Stillwell, Box 666 Financier
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays at 2 P. M.
W. Wiggins, 45 Cooper St Master
H. Harris, 639 S. 4th St Secretary
J. Gibbs, Collinswood, N. J. Financier
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 1 P. M.
J. Crawford, 6 Salem St Master
E. Cudworth, 43 Cutter St Secretary
G. F. Newton, 6 Riley St Financier
- 74. KANSAS CITY; Kansas City, Mo.**
Meet at 1215 N. 9th St. alternate Mondays at 7:30
J. Spencer Master
J. Leonard Secretary
H. Howard Financier
- 75. ENTERPRISE; Philadelphia, Pa.**
Meet N. E. Cor. 39th and Market Sts. alternate Sundays at 1 P. M.
J. F. Mahu, 126 N 32d St Master
H. Walton, 4080 Spring Garden St Secretary
F. Dupell, 3621 Aspen St Financier
- 76. NEW ERA; Barnesville, Minn.**
Meets 2d and 4th Sundays at 2 P. M.
J. Myler Master
G. L. Lovelace Secretary
J. C. Nolan, L. Box 235, Breckenridge, Minn. Financier
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M., in B. of L. F. Hall, 375 Larimer St.
C. L. Heller, 230 27th St Master
W. F. Brundage, 292 1/2 Larimer St Secretary
O. W. Richardson, Box 2472 Financier
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets every Saturday at 7:30 P. M. at 909 E. 3d St.
M. Dolan Master
C. W. Goodwin, 620 Summit St Secretary
W. W. Wiley, 255 E. Saline St Financier
- 79. J. M. DODGE; Roodhouse, Ill.**
Meet in B. of L. E. Hall 2d and 4th Sundays and 1st and 3d Mondays.
N. E. Pember Master
W. E. S. Gibson, Box 1134 Secretary
J. Hyndman Financier
- 80. SELF HELP; Aurora, Ill.**
Meets over Nos. 8 and 10 Broadway.
W. B. Ritter, Flagg St Master
D. C. Wood, 58 N. Anderson St Secretary
G. Goding, Box 252 Financier
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
H. Barnes Master
W. J. Bain, Box 1856 Secretary
W. F. Ripson, Box 1827 Financier
- 82. NORTHWESTERN; Minneapolis, Minn.**
Meet Cor. Nicollet Ave. and 3d St. 1st Saturday at 7:30 P. M. and 3d Sunday at 2 P. M.
F. X. Holl, 1301 2d St. So Master
W. T. Nichel, 1819 3d Ave. N Secretary
W. E. Richmond, 820 N. Girard Ave. Financier
- 83. TRINITY; Fort Worth, Texas.**
Meets every Friday at 8 P. M.
J. G. Nash, L. Box 406 Master
P. J. Kitson, Box 406 Secretary
I. M. Ripan, Box 406 Financier
- 84. CALHOUN; Battle Creek, Mich.**
Meets 1st Monday at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Engineers' Hall.
G. Kelley Master
D. Coughlin, Box 717 Secretary
T. W. Taylor, Box 1800 Financier
- 85. FARGO; Fargo, Dakota.**
Meet Cor. Robert and Second Aves. 2d and 4th Sundays at 2 P. M.
E. Jamison Master
R. Roggeveen, L. Box 1026 Secretary
A. Bassett, Box 1796 Financier
- 86. BLACK HILLS; Laramie City, Wyoming.**
Meet at 7:30 P. M. Friday evening in K. L. Hall
T. E. Roffee, Box 136 Master
S. N. Ware, L. Box 465 Secretary
J. W. Costin, Box 165 Financier
- 87. SUMMIT; Rawlins, Wyoming.**
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures Master
J. Doherty Secretary
G. Jordan Financier
- 88. MORNING STAR; Evanston, Wyoming.**
Meets every Sunday at 2:30 P. M. in I. O. O. F. Hall.
A. Payne, Box 109 Master
H. N. Bodine Secretary
H. Honn Financier
- 89. SILVER STATE; Carlin, Nevada.**
Meets Tuesday ev'ngs in Firemen and Engr's hall
W. R. Capell Master
Wm. TenEyck Secretary
B. F. Rondebush Financier
- 90. SAN DIEGO; National City, Cal.**
Meets 2d and 4th Sundays in Drango's Hall at 2 P. M.
R. V. Dodge, Box 317, San Diego Master
J. M. Dodge, Box 317, San Diego Secretary
M. L. Cole, National City, Cal. Financier
- 91. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 7 P. M. and 3d Sunday at 11 A. M., Cor. Valentine and 16th Sts.
J. Hewitt, S. P. R. R. Shops Master
W. G. Bradshaw, 2951 16th St Secretary
W. G. Bradshaw, 2951 16th St Financier
- 92. FRONTIER CITY; Oswego, N. Y.**
Meets 2d and 4th Sundays at 2 P. M., in Ontario & Western Passenger Depot.
J. Terrott, 59 E. Ninth St Master
G. E. McCathorn, 224 W. 6th St Secretary
S. C. Forsyth, 166 W. Utica St Financier
- 93. GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
G. Waddie, 507 Main St Master
F. Scherer, 1227 Fulton St Secretary
J. H. Carter, 507 Main St Financier

94. **CACTUS; Tucson, Arizona.**
Meet Cor. Pennington and Tool Ave. 1st and 3d
Tuesdays at 7 P. M.
O. L. Brown, Box 218 Master
A. W. McQueen, Box 218 Secretary
J. J. Lucy, Box 218 Financier
95. **CHICAGO; Chicago, Ill.**
Meet 1st Tuesday and 3d Friday at 7:30 P. M. and
last Sunday at 9:30 A. M. at 237 Milwaukee Ave.
C. B. Johnson, 184 Milwaukee Ave. Master
P. Grady, 37 W. Indiana St. Secretary
E. W. Wallbaum, 390 Larrabee St. Financier
96. **ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays, in Engineer's hall,
Main St., bet. 12th and 13th sts.
J. A. Workman, Box 685 Master
W. S. Hamilton, Box 226 Secretary
E. W. Hamilton, Box 266 Financier
97. **ORANGE GROVE; Los Angeles, Cal.**
Meets the 1st, 10th and 20th at 2 P. M.
J. B. Moser, Box 72 Master
E. E. Ballou, Box 72 Secretary
F. C. Bishop, Box 72 Financier
98. **PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday.
F. J. Coker Master
E. J. Turner Secretary
A. Ludlam, Wells, Nev. Financier
99. **ROCHESTER; Rochester, N. Y.**
Meets 2d and 4th Wednesdays at 8 P. M.
O. A. Hambert, 6 Fairmont St. Master
E. E. Pruyer, 21 First Ave. Secretary
G. Kingsley, 22 Upton Park Financier
100. **ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
P. J. Burke Master
W. H. Hawkins Secretary
J. H. Fenwick Financier
101. **ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Firemen's
Hall, 222 N. Pine st.
T. H. Miller, Box 385 Master
A. A. Neely, Box 476 Secretary
J. F. Bryan, L. Box 319 Financier
102. **CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M., S. E. cor.
Sycamore and Sixth St.
H. S. Harmon, Box 118 Master
B. F. Broskie, Graff House Secretary
F. S. Payne, 511 Southeast 7th St. Financier
103. **FALLS CITY; Louisville, Ky.**
Meet every Thursday at 2 P. M., S. E. cor. 10th
and Walnut Sts., in Calkin's Hall.
C. Carroll, 1207 Churchill St. Master
J. M. Burnett 1206 Zane St. Secretary
J. J. Lawson, 1329 Madison St. Financier
104. **"OLD KENTUCKY;" Ludlow, Ky.**
Meet at I. O. O. F. Hall 1st and 3d Thursdays at
7 P. M.
J. Doran Master
W. E. Farley Secretary
M. J. Connelly, Box 3 Financier
105. **PROGRESS; Galesburg, Ill.**
Meets 1st and 2d Thursdays and 3d and 4th Fridays
at 7:30 P. M. in Engineers' Hall, N. side Main St.
R. H. Lacey, 249 E. Berrian St. Master
C. G. Nelson, 522 N. Seminary St. Secretary
J. L. Weeks, 436 So. Academy St. Financier
106. **KEY CITY; Dubuque, Iowa.**
Meets over the C. M. & St. P. Depot 2d and 4th
Sundays at 7:15 P. M.
E. J. Cummings, 1871 Washington St. Master
P. Ralme, 2318 Washington St. Secretary
J. P. Sandry, 142 High St. Financier
107. **ECLIPSE; Gallon, Ohio.**
Meets every Thursday at 7:30 P. M. in B. L. E.
Hall, cor. W. Main St. and Public Square.
J. T. Mitchell Master
E. W. Armor, Box 701 Secretary
J. A. Farnworth, Box 283 Financier
108. **PIONEER; Chama, New Mexico.**
Meet in D. & R. G. Passenger Depot every Wed-
nesday at 7:30 P. M.
H. Berndt, Box 17 Master
W. Gordon, Box 20 Secretary
J. C. McCabe, Box 8 Financier
109. **PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays at 7:30 P. M.
C. E. Amos Master
R. L. Pate, 3117 Rutger St. Financier
W. M. White, 710 S. Broadway Secretary
110. **OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in En-
gineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 Master
S. Hurr, Box 114 Secretary
E. Stauffer Financier
111. **BEACON; Mattoon, Ill.**
Meets in B. L. E. Hall every Tuesdays at 7:30 P. M.
R. W. O'Brien, Box 45 Master
M. J. Hefferman Secretary
C. J. Singleton, Box 60 Financier
112. **EVENING STAR; Mt. Vernon, Ill.**
Meet 1st and 3d Sundays at 6:30 P. M. in Masonic
Hall
S. R. Wild Master
J. C. Branham Secretary
J. C. Branham Financier
113. **CLARK-KIMBALL; Eagle Rock, Idaho.**
Meets every Thursday at 7:30 P. M. in Engineer's
Hall.
W. J. Ingling, Box 41 Master
O. R. Goodale, Box 41 Secretary
T. Moore, Box 41 Financier
114. **MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M.
J. A. Maxwell, Box 130 Master
J. B. Lilly Secretary
W. S. McGuire, Box 408 Financier
115. **GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays.
H. L. Briggs, 564 E. Church St. Master
J. Killeen, Post Office St, near 38th Secretary
W. Powell, Northeast Corner 39th St.
and Broadway Financier
116. **ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays.
M. D. Anderson Master
W. Dingwall, Box 660, Port Huron, Mich. Secretary
O. Blodgett Financier
117. **BEAVER; London, Ontario.**
Meets 2d Sunday at 2:30 P. M. and 4th Wednesday
at 7:30 P. M.
R. Hornsby, 146 Clarence St. Master
R. Lister, 315 Grey St. Secretary
S. T. Fletcher, 221 Maitland St. Financier
118. **STAR OF THE EAST; Richmond, Quebec.**
Meets in Plerson's Hall Wednesdays at 7:30 P. M.
S. D. House Master
J. A. Pearson, Richmond Station Secretary
J. Darnant, Richmond Station Financier
119. **COLONIAL; River du Loup, Quebec.**
Meets every Wednesday at 8 P. M.
G. Findlay, Hadlow Cove, S. Quebec Master
L. D. Poulin, I. C. Ry. Station Secretary
W. Carmichael, I. C. Ry. Sta Financier
120. **FORTUNE; Syracuse, N. Y.**
Meet every Tuesday at 7:30 P. M. in C. M. B. A. Hall.
F. E. McNulty, 2 Wall St. Master
W. B. Church, 2 Grace St. Secretary
L. G. Rousson, 58 Gertrude St. Financier
121. **FELLOWSHIP; Corning, N. Y.**
Meet 1st and 3d Sundays at 3 P. M. in K. of H. Hall
J. L. Krebs Master
F. E. Hamner Secretary
G. R. Quick, L. Box 232 Financier
122. **H. B. STONE; Beardstown, Ill.**
Meets every Tuesday evening at 7:30, on Main
street, over Eberwein's grocery store.
D. A. Sherman, Box 148 Master
H. Henson, Box 397 Secretary
J. W. Flickwir, Box 71 Financier

- 123. OVERLAND; Omaha, Neb.**
Meets every Wednesday at 7 P. M.
L. H. Winslow, 315 N. 14th St. Master
C. D. Sperry, 1116 S. 6th St. Secretary
James B. Fair, 912 So 12th St. Financier
- 124. PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays.
H. Draper Master
T. Quinn, Box 585 Secretary
H. A. Draper Financier
- 125. GUIDE; Marshalltown, Iowa.**
Meets 2d and 4th Sundays at 1:30 P. M.
J. M. Speers Master
F. G. Stewart Secretary
M. Kelleher Financier
- 126. COMET; Austin, Minn.**
Meet at 102 Main St. 2d and 4th Sundays at 3 P. M.
P. F. McNamara Master
F. A. Fairbanks Secretary
P. M. Chambers Financier
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets 1st Wednesday and 3d Sunday.
J. Wellington, 104 Alexander St. Master
J. Barnes, 184 Ross St. Secretary
J. G. Jonah, 226 McWilliams St. Financier
- 128. LANDMARK; Glendive, Montana.**
Meets 1st and 3d Sundays at 2 P. M.
J. W. Clayton, Box 24 Master
T. J. Pollard, Box 55 Secretary
W. Jones, Box 55 Financier
- 129. MINERAL KING; Escanaba, Mich.**
Meet 2d and 4th Sundays at 2 P. M. in B. of L. E. Hall.
R. E. Gorham, Box 422 Master
T. Faulkes Secretary
J. S. Rogers, Box 601 Financier
- 130. GUIDING STAR; Milwaukee, Wis.**
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAuliff, West Milwaukee Master
G. C. Thomas, 308 Florida St. Secretary
H. L. Nichols, 342 VanBuren St. Financier
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meet in Redfield's Hall 2d and 4th Sundays at 2:30 P. M. and 1st and 3d Fridays at 7 P. M.
M. J. Moore, Menasha, Wis. Master
W. D. Goltz Secretary
W. S. Collins Financier
- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meet in Howell's Hall, Broadway, Depot Block, 1st and 3d Sundays at 2:30 P. M.
J. H. Howell, Box 7 Master
L. V. Roberts, Box 318 Secretary
W. J. Coleman, Box 7 Financier
- 133. SPRAGUE; Sprague, Washington Ty.**
Meets in Masonic hall, 2d and 4th Sundays.
J. Bruce Master
W. G. Houghton Secretary
C. Rose Financier
- 134. EASTMAN; Farnham, Quebec.**
Meets 2d Mondays at 8 P. M. and 4th Sundays at 9 P. M.
H. E. Rodgers Master
H. E. Cowan Secretary
E. W. Gibson, Farnham, Que. Financier
- 135. NEW YEAR; El Paso, Texas.**
Meet in B. of L. F. Hall every Tuesday at 7 P. M.
H. S. Shepler, L. Box 184 Master
G. M. Lewis, L. Box 184 Secretary
A. Hoffman, L. Box 184 Financier
- 136. J. SCOTT; Port Hope, Ontario.**
Meet north side Wilton St., two doors west of Mechanic Institute, alternate Sundays at 2 P. M.
T. A. Pratt, Box 166 Master
G. Pratt, Box 166 Secretary
T. J. Dayman, Box 166 Financier
- 137. PROTECTION; Eldon, Iowa.**
Meets 2d and 4th Mondays.
A. L. Brighton Master
J. T. Hull, Box 196 Secretary
A. Shunterman Financier
- 138. UNION; Freeport, Ill.**
Meet in A. O. V. F. Hall 2d and 4th Sundays at 2 P. M.
W. Brubaker, Box 641 Master
S. Shaugnessy, Box 1489 Secretary
W. G. Powell Financier
- 139. MT. WHITNEY; Tulare, Cal.**
Meets every Sunday at 2 P. M.
H. E. Treadwell Master
S. M. Storer Secretary
G. W. Carter Financier
- 140. MOUNT OURAY; Salida, Colo.**
Meets every Monday at 7:30 P. M. in Masonic Hall.
R. S. Chinn, L. Box 599 Master
J. L. West, Box 39 Secretary
C. Warman, L. Box 599 Financier
- 141. A. G. PORTER; Fort Wayne, Ind.**
Meet at 140 Calhoun St. every Wednesday at 7:30 P. M.
C. M. Lewis, 94 Davison St. Master
R. E. Kelley Secretary
J. J. Fox Financier
- 142. C. B. WHIPPLE; Toledo, Ohio.**
Meets 1st and 3d Sundays and 2d Wednesday, over 315 Broadway.
J. M. Gorman, 40 Middle St. Master
L. H. Heeman, 130 Scagur St. Secretary
G. W. Nesper, 420 Broadway Financier
- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal. 2d and 4th Wednesdays.
J. M. White, 1714 Lincoln St. Master
G. W. Randall, 817 E 16th st., E Oakland, Secretary
F. S. Small, 914 Wood St. Financier
- 144. SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st Saturday at 8 P. M. and 3d Sunday at 1 P. M. in Patterson's Hall, I. C. R. Depot.
J. Devereaux Master
E. Kean Secretary
W. Bastin, Box 459 Financier
- 145. DAVID CROCKETT; San Antonio, Texas.**
Meet in K. P. Hall every Thursday at 2 P. M.
J. Sullivan, 1110 Ave. D. Master
J. S. Doan, 517 Ave. B. Secretary
H. M. Brown, 818 Ave. D. Financier
- 146. BAYOU CITY; Houston, Texas.**
L. McAuliff, 52 Houston Ave. Master
H. H. Daniels, T. & N. O. Shops Secretary
M. D. Homan, 27 Providence St. Financier
- 147. MIDLAND; Temple, Texas.**
Meet in K. P. Hall every Sunday at 3 P. M.
J. M. Russ Master
J. Welsh Secretary
P. E. Corcoran Financier
- 148. SUNNY SOUTH; Tyler, Texas.**
Meets every Friday at 7:30 P. M.
R. Voss Master
M. Hogan Secretary
J. McGough Financier
- 149. JUST IN TIME; New York, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 59th street.
F. C. Donigan, 170 Clinton St. Master
E. Prescott, 171 Court St. Secretary
S. Lousby, 2461 8th Ave. Financier
- 150. S. M. STEVENS; Marquette, Mich.**
Meets 2d and 4th Sundays at 2 P. M., cor. Washington and 3d sts.
L. L. Hood, L. Box 217 Master
J. Loftus Secretary
L. L. Hood, L. Box 217 Financier
- 151. MAPLE LEAF; Hamilton, Ontario.**
Meet Cor. James and King William Sts. 1st and 3d Sundays at 2:30 P. M.
W. Broughton, 18 Inchbury St. So Master
W. Hunter, 27 McGill St. Secretary
J. Mills, 98 Strachan St. E. Financier
- 152. DUNLAP; Wells, Minn.**
Meets every Sunday at 3 P. M.
C. Ellingson, Box 60 Master
L. Trusdale Secretary
W. A. Seales Financier

- 153. H. C. LORD; Fort Scott, Kansas.**
Meets in I. O. O. F. Hall on Scott ave 1st and 3d Sundays at 3 P. M.
J. Haggert Master
J. J. Lynch Secretary
H. L. Wright, Box 89 Financier
- 154. McKEEN; Ottawa, Kansas.**
Meets in K. P. Hall on 2d and 4th Sundays at 2 P. M.
H. H. Kelly Master
E. Wall Secretary
G. L. Northrup Financier
- 155. TEXAS BELLE; Greenville, Texas.**
Meets every Friday at 7:30 P. M.
J. W. Corn, L Box 164 Master
E. H. Sims, L Box 164 Secretary
L. Ryan, L Box 92 Financier
- 156. NECHES; Palestine, Texas.**
Meets every Saturday at 7:30 P. M.
H. M. Jones, Box 256 Master
E. J. Lowe Secretary
E. Wilcox, Box 256 Financier
- 157. ECHO; Peru, Ind.**
Meets 1st and 2d Sundays at 2 P. M. and 3d and 4th Thursdays at 7 P. M., over Geves' Drug store on Broadway.
S. McFarland Master
H. Loughran Secretary
Thos. H. Wade, Box 336 Financier
- 158. STANDARD; Detroit, Mich.**
Meets 2d and 4th Sundays at 2:30 P. M., at No. 47 Monroe ave., up stairs.
T. Broughton, 432 Mullett St Master
E. Heidenrich, 124 Hastings St Secretary
J. Nopper, Adrian, Mich Financier
- 159. W. H. THOMAS; Nashville, Tenn.**
Meets every Saturday at 7:30 P. M., cor. Union and Summer sts.
J. Dwyer, Cor. McLeMore and Cedar Sts. Master
E. P. Bishop, 69 S. Union St Secretary
F. W. Wisharr Financier
- 160. C. J. HEPBURN; Evansville, Ind.**
Meets 2d and 4th Sundays at 2 P. M.
W. J. Torrance, 413 William St Master
W. Winder, 1206 Walnut St Secretary
A. J. Warner, 710 Upper 5th St Financier
- 161. HERALD; Burlington, Iowa.**
A. L. Crew, 318 South St Master
C. E. Turner, C., B. & Q. round house. Secretary
J. D. Hawkesworth, 2003 Madison St. Financier
- 162. PROSPECT; Elkhart, Ind.**
Meet 5th Main St. 1st Sunday at 2 P. M. and every Wednesday at 7 P. M.
C. E. Wear Master
W. Primley Secretary
P. A. Hamilton Financier
- 163. ETNA; Pine Bluff, Ark.**
Meets every Friday at 7 P. M., in Masonic Hall.
J. J. Meehan, L. Box 56 Master
D. B. Rathfon Secretary
D. Hope, L Box 56 Financier
- 164. EEL RIVER; Butler, Ind.**
Meets in I. O. O. F. Hall, on Broadway.
A. J. Laughran, Box 120 Master
W. H. Weber, Box 321 Secretary
J. Derck, Box 202 Financier
- 165. ROBERT ANDREWS; Andrews, Ind.**
Meets every Sunday at 2 P. M.
H. Hines Master
W. H. Daily Secretary
W. H. Willets Financier
- 166. WM. HUGO; Huntington, Ind.**
J. R. Dickinson, Box 682 Master
C. Butler, Box 651 Secretary
C. E. Wyman, Box 499 Financier
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meet at I. O. O. F. Hall every Monday at 7 P. M.
J. Nickle Master
J. C. Christian Secretary
G. M. Thompson Financier
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays and 2d and 4th Mondays at 7:30 P. M.
S. W. Greene, Box 355, Portage City, Wis. Master
G. Hiscoc, 713 Caledonia St Secretary
W. Karch, Box 354, Portage City, Wis. Financier
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets at Washington Hall, Arcade Building, Broad St.
D. F. Potter Master
J. E. Beach, Box 910 Secretary
A. H. Spencer, Box 1025, Hornellsville, N. Y. Financier
- 170. PRAIRIE; Huron, Dakota.**
Meets 2d and 4th Sundays at 3 P. M.
J. Marn Master
L. L. Neibling Secretary
C. H. Bonsteel Financier
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets 2d and 4th Thursdays.
F. Geddes Master
T. Fitzgerald, 237 Campbell Road, Richmond, Halifax Secretary
F. M. White Financier
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays at 2 P. M. in Manchester Block.
A. Maynes, 200 Bridge St Master
J. G. Armstrong, Richmond Road Secretary
T. W. Turner, Rochester, P. O Financier
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday evening.
O. J. Sandford Master
F. M. Armstrong, L. Box 41 Secretary
R. C. Brookie Financier
- 174. HARRISBURG; Harrisburg, Pa.**
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
R. J. Seitz, 1616 Ridge Road Master
H. O. Motter, 1537 Ridge Road Secretary
H. McNeal, 1208 Sixth St Financier
- 175. TAYLOR; Newark, Ohio.**
Meet in P. O. S. of A. Hall 1st and 3d Tuesdays at 7 P. M.
F. M. Howard Master
J. Adkins, Box C Secretary
J. Adkins, Box C Financier
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
A. G. Turley, Box 41 Master
C. H. Potter, Box 41 Secretary
W. F. Gorman, Box 295 Financier
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7 P. M.
W. Kane, Box 184 Master
E. Chapman, 151 Clarence St Secretary
W. F. Gunn Financier
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets over Desert National Bank, cor. 1st and Main Sts., every Saturday at 7:30 P. M.
J. C. Dunton, Box 586 Master
E. Shinn, D. & R. G. W. Shops Secretary
P. T. Tibbs, 146 S. 3d W. St. Financier
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays at 3 P. M.
J. Robinson, 748 N. 10th St Master
J. E. Gardner, Corner 9th and U St Secretary
L. Ream, 934 R St Financier
- 180. THREE STATES; Cairo, Ill.**
Meets every Sundays at 2:30 P. M.
M. S. Egan Master
Jno. Grundy Secretary
C. Hewitt, C. V. & C. R. R. Financier
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
J. McHutt Master
D. J. Nicoll Secretary
Jas. Nicholson Financier
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Pearl St.
T. F. Judge, 18 Hickory st Master
G. W. Welsh, 17th and Hickory Sts Secretary
G. W. Miller, 229 W. 22d St Financier

- 183. LAKE SHORE; Collinwood, Ohio.**
Meets every Tuesday at 1:30 P. M., in Engineer's Hall.
J. M. Gaines, Box 152 Master
C. R. Bosworth, Box 157 Secretary
E. B. Hall, Box 250 Financier
- 184. LIMA; Lima, Ohio.**
Meet at 1 P. M. 2d and 4th Sundays, in Fitz' Block Third Floor.
P. A. Branson, Box 868 Master
E. L. Melhorn Secretary
B. Meyers Financier
- 185. FIDELITY; Delphos, Ohio.**
Meets every Sunday at 2 P. M.
W. Van Geisen, Box 87 Master
J. Kuhns Secretary
H. Prilliman Financier
- 186. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 3834 State St., 1st and 3d Sundays at 2 P. M.
T. J. Scanlon, 3701 Wentworth Ave. Master
W. H. Smith, 4228 Wentworth Ave. Secretary
G. H. Mitchell, 2245 Wentworth Ave. Financier
- 187. LITTLE GIANT; Charleston, Ill.**
Meets 1st and 3d Sundays at 2:30 P. M.
L. H. Linn, Box 402 Master
H. Douglas Secretary
C. L. Pugh Financier
- 188. S. S. MERRILL; Chicago, Ill.**
Meet 786 W. Lake St. 2d and 4th Sundays at 2:30 P. M.
J. K. Doherty, 156 Northwestern Ave. Master
E. P. Tobias, 975 W. Lake St. Secretary
H. Price, 1019 A Fulton St. Financier
- 189. BALDWIN; Ft. Howard, Wis.**
Meet in Nau's Block, Green Bay, Wis., every Sunday at 3 P. M.
I. R. Johnson, Box 215 Master
R. H. Thompson Secretary
C. C. Bennett, L. Box 67 Financier
- 190. FERGUSON; Mitchell, Dakota.**
Meets 1st and 3d Sundays.
W. M. Smith Master
W. S. Crandell, Box 84 Secretary
D. C. Lewis Financier
- 191. CUSTER; Livingston, Montana.**
Meets every Wednesday at 7 P. M.
J. S. Foley, L. Box 16 Master
W. O'Neill Secretary
W. T. Field, L. Box 16 Financier
- 192. MT. TACOMA; New Tacoma, Washington Ty.**
Meets 2d and 4th Sundays.
C. W. Tullis Master
R. A. Rhea Secretary
F. H. Andrews Financier
- 193. J. B. MAYNARD; Albina, Oregon.**
Meets 2d and 4th Sundays at 2:30 P. M.
D. J. Byrns, Box 287, East Portland, Oregon. Master
H. W. Ingalls Secretary
H. W. Hall, Box 287, East Portland, Oregon Financier
- 194. BONANZA; Missoula, Montana.**
Meets 1st and 3d Sundays.
J. P. Case, L. Box 34 Master
J. A. Foster, L. Box 34 Secretary
W. E. Watson, L. Box 34 Financier
- 195. RE-ECHO; Shoshone, Idaho.**
Meet Cor. Post and Green Sts. every Sunday at 3 P. M.
J. H. Woffington Master
J. Becker Secretary
F. W. Weishaar, Box 55 Financier
- 196. CLOUD CITY; Leadville, Colo.**
Meet in Haven & Beman's Block every Friday at 7:30 P. M.
E. G. Haskins, Box 330 Master
H. A. Huddleston, Box 330 Secretary
J. D. Rice, Box 330 Financier
- 197. RIVERSIDE; Savanna, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
P. J. Donovan Master
F. Myers Secretary
C. Latham, Box 446, Savanna, Ill. Financier
- 198. MAPLE CITY; Norwalk, Ohio.**
Meets in K. P. Hall 1st and 3d Sundays at 2 P. M.
T. H. Sheppard Master
J. E. Houghton Secretary
E. E. Bishop Financier
- 199. MAHONING; Youngstown, Ohio.**
J. Reynolds Master
J. B. Mauby Secretary
C. Stanfield Financier
- 200. GREAT SOUTHERN; Meridian, Miss.**
Meets on Front St., every Monday at 7:30 A. M.
D. McBee Master
L. H. Stanton Secretary
R. E. Stack, Box 468 Financier
- 201. FRIENDLY HAND; Jackson, Tenn.**
Meets 1st Wednesday and 3d Thursday at 7 P. M.
T. G. Emmons Master
D. W. Shea Secretary
J. D. Bledsoe Financier
- 202. SCIOTO; Chillicothe, Ohio.**
Meets 1st Sunday afternoon and 3d Monday evening.
R. Basin, Box 1231 Master
A. E. Maunsell, Box 1231 Secretary
S. A. Barker, Box 1231 Financier
- 203. GARFIELD; Garrett, Ind.**
Meets every Friday at 7 P. M.
W. F. Moughler, Box 244 Master
W. A. Ried Secretary
H. Bradford, Box 116 Financier
- 204. MONTEZUMA; Las Vegas, New Mexico.**
Meets every Thursday at 7:30 P. M.
S. A. Smith, Box 49 Master
J. E. Sharp, Box 49 Secretary
J. C. Sharp, care A., T. & S. F. offices. Financier
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays in A. O. U. W. hall.
G. Atherton, 63 So. Kline St. Master
W. L. Johnson, 45 Adams St. Secretary
J. R. Musselman, 79 Chandler St. Financier
- 206. BLACK DIAMOND; Conneaut, Ohio.**
Meets 1st and 3d Wednesdays at 7 P. M.
T. J. Farrell, North Springfield, Pa. Master
A. R. Tyler Secretary
O. E. Work Financier
- 207. LOYAL; Meadville, Pa.**
Meets 2d and 4th Wednesdays.
T. S. Taylor Master
W. B. Delo Secretary
F. A. Law Financier
- 208. KEYSTONE; Sunquhanna, Pa.**
Meets in Doran's Block, Main st., alternate Tuesdays and Saturdays.
C. A. Allen Master
J. J. Lannan, Box 131 Secretary
C. Anderson, Box 337 Financier
- 209. SARATOGA; Whitehall, N. Y.**
Meet in Arked Building.
T. Dorcal Master
L. J. Lortie Secretary
W. R. Combs Financier
- 210. 18-K; Schenectady, N. Y.**
Meets 1st and 3d Mondays at 7:30 P. M.
J. E. Van Vranken, Box 497 Master
W. Goggins, Box 497 Secretary
T. Smith, Box 497 Financier
- 211. ONOKO; South Easton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
G. Zehnder, 21 12th St. Master
S. F. Milheim, 496 Center St. Secretary
A. J. Mickle, 627 Berwick St. Financier
- 212. EMPIRE; Watertown, N. Y.**
Meets 2d Monday at 7 P. M. and 4th Sunday at 2 P. M., in Good Templar's Hall, Public Square.
C. T. West, 55 Prospect St. Master
T. H. Lynch, 52 Stone St. Secretary
T. H. Lynch, 52 Stone St. Financier
- 213. WEST SHORE; Frankfort, N. Y.**
Meet every Monday at 7:30 P. M. in Upton Hall.
R. G. Gifford, Box 554, E. Syracuse Master
J. Zollner, E. Syracuse Secretary
M. E. Stafford, 282 Burnett Ave, E. Syracuse Financier

- 214. ORIOLE; Baltimore, Md.**
Meets 2d and 4th Sundays at 2 P. M. at 75 Linden Ave.
G. L. Wilson, 417 N. Bond St. Master
B. E. Wilhelm, 50 John St. Secretary
J. W. D. Bowen, 417 N. Bond St. Financier
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in Engineers' Hall, 2d and 4th Sundays.
I. J. Wauffe, 148 East St., Greenbush, N. Y. Master
J. W. Reed, Second St. Secretary
F. P. Brooksby, 59 Washington St., Greenbush, N. Y. Financier
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sundays at 2:30 P. M., at 129 Main street.
W. E. Taylor, 20 South St. Master
H. C. Cleveland, 20 Cross St. Secretary
W. H. Swinerton, 41 Winter St. Financier
- 217. DEBRICK; Oil City, Pa.**
Meets 2d Tuesday and 4th Wednesday, in G. A. R. hall, Center st.
J. A. Kennedy, Box 157 Master
J. Jefferson, Box 520 Secretary
F. Sleeper, Box 94 Financier
- 218. TWO RIVERS; Pittsburgh, Pa.**
Meet 2d and 4th Sundays at 2 P. M. at 102 4th Ave.
E. C. Anderson, P. & L. E. Shops Master
W. Mock, Cor. Bertha and Sycamore Sts. Secretary
W. B. Davis, Wyoming St., 32d Ward Financier
- 219. SMOKY CITY; Allegheny, Pa.**
Meet every Friday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
R. Beeson, 271 Franklin St. Master
W. B. Walker, 215 Bridewell St. Secretary
C. A. Snyder, Alliance, O. Financier
- 220. PROVIDENT; Sunbury, Pa.**
Meets in Cooper's Hall, 1st and 3d Sundays at 1 P. M.
H. Buck Master
E. R. Bright Secretary
C. C. Bowen, 1123 Wallace St., Harrisburg, Pa. Financier
- 221. HERON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
J. Cain, L. Box 60 Master
H. J. Carruthers, L. Box 60 Secretary
E. Everett, Box 9 Financier
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. W. Gardner Master
F. Crockett Financier
O. E. Adams Secretary
- 223. ASHLAND; Lexington, Ky.**
Meet in I. O. O. F. Hall 1st and 3d Thursdays at 7:30 P. M.
H. M. Chandler, C. & O. R. R. Shops Master
G. F. Little, Box 380, Paris, Ky. Secretary
J. H. Cavins, 46 Drake St. Financier
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets 2d and 4th Sundays at 3 P. M. at Masonic Hall.
E. E. Nutting Master
A. Vogel, Box 367 Secretary
A. Vogel, Box 367 Financier
- 225. SUPERIOR; Fort William, Ontario.**
Meets 1st Monday at 8 P. M. and 2d Tuesday at 3 P. M.
G. E. Glassford, Neebring, Ont. Master
H. Poole, Neebring, Ont. Secretary
B. Wheatly, Neebring, Ont. Financier
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Sundays at 1:30 P. M., Cor. Collins and Hardy streets.
L. C. Overhiser Master
W. M. Nicol, L. Box 230 Secretary
W. M. Nicol, L. Box 230 Financier
- 227. MAGNET; Binghampton, N. Y.**
Meets 1st and 3d Sunday afternoons and 2d and 4th Thursday evenings in Stearn's Hall, North Chenango St.
F. W. Parsons Master
W. W. Stonier, 66 Eldridge St. Secretary
W. A. Wrightly, 23 Doubleday St. Financier
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
S. M. Travis, 140 Millin Ave. Master
J. E. Thayer, 332 Penn Ave. Secretary
J. O. Bayley, 613 E. Market St. Financier
- 229. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.
J. J. Quirk, 158 Catharine St. Master
F. E. Beach, 262 Bleeker St. Secretary
R. E. Jacobs, 139 Elizabeth St. Financier
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays at 7:30 P. M. at 206 Washington Ave.
G. W. Gilkerson, 38 Knox St. Master
G. M. Jeffers, 36 Ontario St. Secretary
G. M. Jeffers, 36 Ontario St. Financier
- 231. DELAWARE; Wilmington, Delaware.**
Meet 1st and 3d Sundays 2 P. M. at 504 Market St.
W. Maguire, 606 Poplar St. Master
J. B. Cash, 400 1/2 Poplar St. Secretary
F. Mount, 507 E. 5th St. Financier
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays at 1 P. M. and 3d Friday at 7 P. M.
F. Pollison Master
W. H. Tidaback Secretary
H. McEwen, Box 1431 Financier
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
Meets in No. 3 Engine Room, Cor. Main and Foundry Sts.
G. W. Anderson Master
F. Probert Secretary
R. H. Coggan Financier
- 234. NORTH BAY; North Bay, Ontario.**
Meets 1st and 3d Sundays at 2:30 P. M., in B. of L. F. hall, Main St.
J. R. Graham, Railroad st. Master
O. Lassman, Main st. Secretary
J. Fallon, Main st. Financier
- 235. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 26th St. and Penn Ave. every Sunday at 2 P. M.
J. B. Barney, 9 Mayflower St., East Pittsburgh, Pa. Master
J. W. Walker, 3002 Penn Ave. Secretary
R. O. Ferren, 2903 Penn Ave. Financier
- 236. HINTON; Hinton, West Virginia.**
Meets 2d and 4th Saturdays at 7:30 P. M.
J. Forline Master
W. A. Callahan Secretary
J. R. Nutty, Box 156 Financier
- 237. CENTRAL PARK; Central Park, Ill.**
Meets in Tilden School House 1st and 3d Sundays at 10 A. M.
B. Dean Master
M. J. O. L. Kennedy Secretary
T. Chew Financier
- 238. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
L. Robertson Master
W. Brust Secretary
H. C. Kehlman Financier
- 239. BUCKEYE; Delaware, Ohio.**
Meets cor. Sandusky and Central Ave. 2d and 4th Sundays at 1 P. M.
F. L. Volk, Box 782 Master
A. R. Edington, Box 534 Secretary
D. Sents, Box 534 Financier
- 240. GILBERT; Jackson, Mich.**
Meets every alternate Sunday at 2 P. M.
G. Hastings, Cor. Orange and Grove Sts. Master
J. Bentley, 212 Cooper St. Secretary
S. Verburg, 113 East Ave. Financier
- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meet in Liberty Hall 2d and 4th Sundays at 1:30 P. M.
J. Barager Master
D. J. McGinley Secretary
P. C. Hagerty, Box 300 Financier

- 242. WHEATON; Elmira, N. Y.**
Meet at Ry. Y. M. C. A. Building 1st and 3d Sundays at 2 P. M.
E. S. Smith, Southport, N. Y. Master
E. B. Detrick, Blyly House Secretary
J. H. Bartholomew, 108 Ferris St. Financier
- 243. J. H. SELBY; Bonham, Texas**
Meet in Odd Fellows' Hall every Sunday at 7 P. M.
J. L. Caudle Master
W. F. Rowe Secretary
E. Harvey Financier
- 244. T. P. O'BOURKE; Chicago, Ill.**
Meet at 490 South Union St. 1st Tuesday at 8 P. M. and 3d Sunday at 2:30 P. M.
P. C. Winn, 142 W. 12th St Master
E. Atkins, 180 Maxwell St. Secretary
N. E. Nare, 23 O'Brien St. Financier
- 245. GEORGIA; Savannah, Ga.**
Meet Cor. Whittaker and Broughton Sts. every Thursday at 7:30 P. M.
J. L. Iron Master
W. Allison Secretary
W. L. Ward, Cor. Tatnall and Hunting-
ton Sts. Financier
- 246. MACON; Macon, Ga.**
Meets on 1st, 10th and 20th at 7:30 P. M. over M. & W. Freight House.
W. T. Roughton, 315 Fourth St. Master
J. H. Strickland, 345 Fourth St. Secretary
N. S. Outler, Boundry, between Second
and Third Sts. Financier
- 247. KENNESAW; Atlanta, Ga.**
Meets 2d and 4th Sundays.
H. F. Waters, 319 Whitehall St. Master
B. H. Childs, E. T. & V. Shops Secretary
J. M. Baird, W. & A. R. K. Shops Financier
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at G. A. R. hall
E. N. Packard Master
C. S. Ellinwood Secretary
C. E. Hollis, Box 287 Financier
- 249. CALUMET; Stony Island, Ill.**
Meets every Sunday at 7:30 P. M.
O. J. Austin Master
L. O. Mason Secretary
J. McKee, Judd, Cook County, Ill. Financier
- 250. GOLDEN LINK; Wilkes Barre, Pa.**
Meets 1st and 3d Sundays at 2 P. M., at Mechanic's
Hall.
R. H. Diggory, Kingston, Pa. Master
F. O'Donnell, Ashley, Pa. Secretary
J. C. Ruhr, Ashley, Pa. Financier
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets 1st and 3d Sundays at 2 P. M. at Oak Hall,
Broad street.
J. F. Meyers Master
L. Wildner Secretary
C. Roberts, Box 275 Financier
- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1
P. M.
S. H. Musser Master
H. G. Klugh Secretary
M. Hinkle Financier
- 253. TRENTON; Trenton, N. J.**
Meet 2d E. State St. 1st and 3d Sundays at 2 P. M.
H. B. Eldridge, 21 Walnut Ave Master
R. Stackhouse, 697 Broad St., Chambers-
burg, N. J. Secretary
F. P. Parsons, 18 Sandford St. Financier
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
W. A. Lenhart, Box 45 Master
I. C. Perriu, Box 296 Secretary
Fred Hollingsworth, Box 289 Financier
- 255. NEIGHBOR; McCook, Neb.**
Meets 2d and 4th Saturday evenings.
J. H. McMonigal, Box 232 Master
Wm. Keefe, Box 102 Secretary
S. H. Heard, Box 235 Financier
- 256. HIGH LINE; Como, Colo.**
Meet at McFarlan Hall every Thursday at 7:30
C. Armstrong Master
G. W. McAleer Secretary
M. D. Finn Financier
- 257. KIT CARSON; Raton, New Mexico.**
Meets every Sunday at 2 P. M.
A. McCready Master
W. S. Kessler Secretary
Patrick Boyle Financier
- 258. RENO; Nickerson, Kansas.**
Meet in I. O. O. F. Hall every Sunday at 2 P. M.
M. Norton, Box 264 Master
A. S. Ritenour Secretary
E. A. Leighty Financier
- 259. LA JUNTA; La Junta, Colo.**
Meets every Wednesday at 7:30 P. M.
E. Turk Master
P. Schmidt Secretary
F. Bradbury, Box 51 Financier
- 260. CALIFORNIA; Sacramento, Cal.**
Meet every Thursday at 7 P. M. in Red Men's Hall,
Masonic building, 6th and K Sts.
J. Cummings, Box 107 Master
H. O. Steele, Box 107 Secretary
G. E. Hanford, Box 107 Financier
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets in B. L. E. hall, 1st and 3d Sundays and 2d
and 4th Tuesdays.
E. Worrell, Box 41 Master
W. L. Ewing, Box 75 Secretary
W. Taylor Financier
- 262. QUEEN CITY, West Toronto Junct., Ont.**
Meets alternate Saturdays at 7:30 P. M.
W. Hyndman Master
A. Madden Secretary
A. E. Stewart Financier
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at 8 P. M.
A. E. Hayden, Box 10 Master
B. VanHoesen Secretary
A. E. Aikman Financier
- 264. J. K. GILBREATH, Butte City, Montana.**
Meet in Cobban Hall every Thursday at 8 P. M.
M. W. Fitzgerald, South Butte, Mon Master
W. F. Copenhaven, South Butte, Mon Secretary
C. H. DeCamp, South Butte, Mon Financier
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meet 1st and 3d Sundays at 2:30 P. M. in O. F.
Hall.
E. Decker, 611 S. Division St. Master
A. E. Geary, 525 S. Division St. Secretary
J. Kitselman, 5 Olive St. Financier
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meet in B. of L. F. Hall alternate Sundays and
Wednesdays.
T. Hayes Master
M. Nilan Secretary
A. Krienke Financier
- 267. ENDEAVOR; Algiers, La.**
Meets every Monday at 2 P. M. at Castle Hall,
Front street.
B. R. Bliss, Care J. B. Fink Master
A. H. Flynn, 87 Pacific Ave Secretary
W. Maguire, 207 Peters St. Financier
- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
D. V. Cahill, 220 Montgomery Ave Master
E. Gantt, 25 Hooke St. Secretary
T. O'Leary, 52 McCreary St., Cor Hines,
Nashville, Tenn. Financier
- 269. O. K.; Cincinnati, Ohio.**
Meet N. W. 8th and Freeman Sts. 1st and 3d Sun-
day evenings of each month.
F. O. Miller, 27 Hathaway St. Master
R. E. McKenzie, 151 Baymiller st Secretary
D. P. Keegan, 439 Richmond st Financier
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday at 2 P. M. and 3d Saturday at 7:30
P. M. Cor. Franklin and Bloomington ave. So.
S. B. Thompson, 2216 Cedar Ave. S. Master
W. L. Higbee, 2432 Bloomington ave. Secretary
D. Lucas, 407 Fifth St. S. Financier

- 271. BYRAM; Stanhope, N. J.**
Meets 1st and 3d Saturdays at 7:45 P. M.
Wm. Weller, Box 25, Port Morris, N. J. . . . Master
R. A. Trezise, Box 30, Port Morris . . . Secretary
J. H. Lord, Box 218, Hackettstown, N. J. . . . Financier
- 272. WILSON; Junction, N. J.**
Meets at Well's Hall, Main St. 1st and 3d Sundays at 1 P. M.
J. Osman . . . Master
G. B. Weller . . . Secretary
F. Maxwell . . . Financier
- 273. DENVER; Denver, Colo.**
Meet at 430 Santa Fe St.
R. M. Huntington, 549 Santa Fe St. . . . Master
G. M. Wilson, 416 S. 9th St. . . . Secretary
G. Smith, 208 Thirteenth St. . . . Financier
- 274. JACKSON; Clifton Forge, Va.**
Meets every Sunday at 10 A. M.
J. W. Myers . . . Master
B. H. Thomas . . . Secretary
J. W. Barrett . . . Financier
- 275. LEE; Richmond, Va.**
Meets 1st and 3d Sundays at 1:30 P. M., in Thoms' Hall Cor. 17th and Main Sts.
C. W. Jenkins, Carrington st, Crow Hill. Master
W. A. Demalue, N. N. & M. V. round house . . . Secretary
E. List, 1008 Buchanan st . . . Financier
- 276. GRAFTON; Grafton, W. Va.**
Meet in Odd Fellows' Hall every Sunday at 2 P. M.
E. Dixon . . . Master
J. E. Connors . . . Secretary
A. B. Enoch . . . Financier
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
H. C. Moore . . . Master
W. Cole . . . Secretary
R. H. McCarty . . . Financier
- 278. ANDERSON; Vicksburg, Miss.**
Meets every Sunday at 7:30 P. M.
W. Wright, L. Box 482 . . . Master
J. R. Haring, L. Box 482 . . . Secretary
M. E. Murphy, L. Box 482 . . . Financier
- 279. METEOR; McComb City, Miss.**
Meets 1st and 3d Sundays at 3 P. M. in Odd Fellows' Hall.
S. S. Ford . . . Master
A. W. Jennings . . . Secretary
Wm. McIntyre . . . Financier
- 280. OZARK; Thayer, Mo.**
Meets in Sachre's Hall 2d and 4th Sundays at 9 A. M. and 1st and 3d Sundays at 7 P. M.
H. Lohnes . . . Master
J. A. Atyeo . . . Secretary
G. Bennett . . . Financier
- 281. TUNNEL HILL; New Albany, Ind.**
Meet in Heddin's Hall 1st and 3d Sundays at 2 P. M.
W. C. Brown . . . Master
E. E. Reeves . . . Secretary
C. Sinex . . . Financier
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meet on Main, between 3d and 4th Sts., every Sunday at 2 P. M.
Bert Launt . . . Master
C. Minnleer . . . Secretary
W. F. Gibson . . . Financier
- 283. LACKAWANNA; Great Bend, Pa.**
Meets 1st and 3d Saturdays at 8 P. M. in Red Men's Hall, Day's Blk, Main st.
F. J. May, Hallstead, Pa. . . . Master
J. F. McCormick, Hallstead, Pa. . . . Secretary
H. P. Trowbridge, Halstead Pa. . . . Financier
- 284. ELM CITY; New Haven, Conn.**
Meets at Elk's Hall, 852 Chapel St. 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M.
J. H. Hall, 186 Rosette St. . . . Master
E. S. Alling, 93 Cedar St. . . . Secretary
C. T. Downs, 123 Cedar St. . . . Financier
- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month at 1:30 P. M., at 3 Pratt st.
W. W. Hosford, 15 Elm St. . . . Master
W. F. Day, 119 Ann St. . . . Secretary
H. L. Stearns, 115 Trumble St. . . . Financier
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meet at 119 N. Jefferson St. 2d and 4th Sundays at 1:30 P. M.
F. Shinsky, L. Box 500 . . . Master
A. Fixel, 806 north 5th st . . . Secretary
C. L. Sterling, 701 N. Jefferson St. . . . Financier
- 287. ALTOONA; Altoona, Pa.**
Meets in Otto's Hall, E. 12th St., bet. 8th and 9th Ave. every Sunday at 1 P. M.
W. E. Hammond, 1816 Union Ave . . . Master
J. F. Walls, 1117 17th St. . . . Secretary
F. A. Davis, 1803 Union Ave . . . Financier
- 288. EMMET; Estherville, Iowa.**
Meet in Masonic Hall 1st Sunday at 2 P. M. and 3d Monday at 7 P. M.
W. S. Davis, Box 80 . . . Master
F. T. Slayton, Box 121 . . . Secretary
G. Godden, Box 78 . . . Financier
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets every Friday evening cor. 3d and Pine sts.
J. W. Allwine, L. Box 135 . . . Master
G. Morgan, Box 575 . . . Secretary
J. F. Shaanon . . . Financier
- 290. MARION; Hannibal, Mo.**
Meets 2d and 4th Sundays at Constellation Hall.
J. T. Hart, 412 Washington St. . . . Master
G. Coffman . . . Secretary
J. C. Shaw . . . Financier
- 291. ATLANTIC; Brooklyn, N. Y.**
Meet in Schielleim Hall, Atlantic and Vermont Aves., 2d and 4th Saturdays at 8 P. M.
W. C. Latimer, 118 Hall St. . . . Master
G. W. Bruno, East New York, N. Y. . . . Secretary
W. M. Valentine, East New York, N. Y. . . . Financier
- 292. MONUMENTAL; Baltimore, Md.**
Meets every Friday at 7:30 P. M. in Armstrong & Denny's Hall, Cor. Light and Montgomery sts.
W. H. Zepp, 140 Ridgely St. . . . Master
S. E. LaBarr, 188 Scott St. . . . Secretary
J. S. Norris, 355 William St. . . . Financier
- 293. LAFAYETTE; Philadelphia, Pa.**
Meet Cor. Frankfort Road and Sargent St. 2d and 4th Sundays at 1 P. M.
J. J. Leahy, 2627 Freemont St. . . . Master
W. J. Sharkey, 2008 Somerset St. . . . Secretary
D. J. Kilty, 2809 Edgemont St. . . . Financier
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple . . . Master
O. L. Jackson . . . Secretary
J. D. Ferrell . . . Financier
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
G. Dougherty, 207 E. Locust St. . . . Master
E. W. Mason, Room 6, Davis Block . . . Secretary
E. W. Mason, Room 6, Davis Block . . . Financier
- 296. AT LANT; Knoxville, Tenn.**
Meets every Saturday at 7 P. M., corner Gay and Clinch streets.
J. P. Flood, 71 McGhee St. . . . Master
C. T. Payne, 71 E. Crumb St. . . . Secretary
S. A. Presnell, 141 McGhee St. . . . Financier
- 297. CLARK; Jeffersonville, Ind.**
J. Wilson, Box 392 . . . Master
L. Egrieston . . . Secretary
A. B. Chambers . . . Financier
- 298. GLENCOE; St. Louis, Mo.**
Meets 1st and 3d Sundays at 8 P. M., Corner Market St. and Ewing Ave.
G. Andrews, 2843 Market St. . . . Master
W. J. Murphy, 314 Montrose Ave . . . Secretary
C. Brantner, 827 Ewing Ave . . . Financier
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
M. Prescott . . . Master
C. H. Ridge, Box 87 . . . Secretary
N. D. Hoffman . . . Financier
- 300. HARBOR CITY; Michigan City, Ind.**
Meet 1st Monday at 2 P. M. and 3d Monday at 7 P. M., over First National Bank.
A. S. Hewitt, Box 834 . . . Master
H. J. Manney, Box 371 . . . Secretary
W. H. Henry, Box 49 . . . Financier

- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. of each month in Engineer's hall.
S. J. Norris Master
N. E. Aldrich Secretary
W. M. Weeks Financier
- 302. YOUGHIOGHENY; Connellsville, Pa.**
Meets at Relsinger Hall, Main street, alternate Sundays.
C. L. Gray, Box 231 Master
A. C. Plante Secretary
S. A. McPhee, Box 387 Financier
- 303. POST OAK; Hempstead, Texas.**
Meets every Sunday at 3 P. M. in Masonic Hall.
J. E. Dehn Master
J. A. Weir Secretary
J. E. Dehn Financier
- 304. THREE BRANCH; Argenta, Ark.**
Meets every Sunday at 3 P. M.
F. H. Barrelle Master
G. B. Yauch Secretary
R. G. Curtis Financier
- 305. SOLIDAD; Jimulco, Mexico.**
M. H. Adams, El Paso, Texas Master
care J. S. Turner, M. M., Jimulco, Mexico.
J. M. Cornelius, El Paso, Texas Secretary
care J. S. Turner, M. M., Jimulco, Mexico.
C. Koepke, El Paso, Texas Financier
care J. S. Turner, M. M., Jimulco, Mexico.
- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturday each month at 7:30 P. M., and 4th Sunday at 6 P. M., in K. of L. Hall.
J. C. Muzzy, 53 School st. Master
J. P. Callahan, 19 Pine st Secretary
J. Burbeck, Box 363 Financier
- 307. HAMDEN; Springfield, Mass.**
Meet in Crescent Hall, 218 Main St., 1st and 3d Sundays.
F. E. Gates, 34 Patton St Master
W. M. Butler, B. & A. Engine House Secretary
C. A. Chapin, B. & A. R. R. Financier
- 308. BELLE HAVEN; Alexandria, Va.**
E. B. Kemp Master
N. B. Grant Secretary
C. M. Bruin Financier
- 309. BARTHOLDI; Long Island City, N. Y.**
Meets 2d Monday and 4th Saturday, cor. Vernon ave. and Ferry sts.
F. Simbler Master
J. W. Brown, 145 Dupont St., Green Point, L. I. Secretary
W. Carroll, Long Island City, N. Y. Financier
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
H. C. Martin Master
W. T. Pickard, L. Box 3 Secretary
J. O. Elder Financier
- 311. BELLE PLAINE; Belle Plaine, Ia.**
R. Rippen Master
E. C. Tonsley Secretary
C. A. Howe Financier
- 312. BLUE VALLEY; Wymore, Neb.**
M. Heffernan Master
F. R. Swaney, Box 6 Secretary
S. E. Fulton, Box 85 Financier
- 313. KAW VALLEY; Kansas City, Kansas.**
M. S. Laughlin Master
W. C. Haverstick, Box 45, Armstrong, Kan Secretary
J. W. Scarff, Box 156, Armstrong, Kan Financier
- 314. MINERVA; New Castle, Pa.**
Meets alternate Sundays in K. of P. Hall.
E. W. Shatto, Mahoningtown, Pa. Master
G. Lutton Secretary
R. Russell Financier
- 315. TROY CITY; Green Island, N. Y.**
W. J. Mattice Master
W. J. Murray Secretary
H. R. Peach Financier
- 316. OMEGA; Buffalo, N. Y.**
Meets every Saturday at 8 P. M. at Siebert's Hall.
H. Zilch, 634 William St. Master
W. H. Walsh, 1903 Broadway Secretary
T. S. Winschap, 510 E. Seneca St. Financier
- 317. MOUNT PENN; Reading, Pa.**
Meets 1st and 3d Sundays at 9:30 A. M. in Bland's Hall, 9th and Penn Sts.
E. Noonan, 630 N. 8th St. Master
W. A. Gordon, 836 Green St. Secretary
H. Drake, 604 N. 10th St. Financier
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**
R. H. Scott, Glenwood, 23d Ward Master
J. F. Wills, Glenwood, 23d Ward Secretary
E. M. Labough, Cor. Renova and Dyke Sts., Glenwood, 23d Ward Financier
- 319. ORPHANS' HOPE; Dennison, Ohio.**
T. E. Whitesides Master
J. H. Rowland Secretary
A. Eckfield Financier
- 320. DUNHAM; Martinsburg, W. Va.**
Meets every Saturday at 7:30 P. M. in K. of P. Hall.
W. M. Johnson Master
C. B. Crowell Secretary
P. E. Cage Financier
- 321. SNOW DRIFT; Chapleau, Ont.**
Meets every Sunday at B. of L. F. Hall, over Osborne's Store, at 2 P. M.
A. Rathwell, C. P. R. R. Master
W. J. Devlin, C. P. R. R. Secretary
J. McAdams, C. P. R. R. Financier
- 322. WISSAHICKON; Philadelphia, Pa.**
L. D. Woodington, 1939 N. Ninth st Master
J. Haas, 2135 Darien St. Secretary
C. Dolan, 1205 Master St. Financier
- 323. ANTHRACITE; Tamaqua, Pa.**
W. H. Fry, Box 367 Master
W. Heckman, Box 367 Secretary
W. Guldner Financier
- 324. MOUNTAIN GROVE; Catawissa, Pa.**
J. W. Fisher Master
D. Geiger, Jr Secretary
J. Kelly Financier
- 325. SCHUYLKILL VALLEY; Pottsville, Pa.**
J. J. Harty, 54 E. Bacon St., Palo Alto, Pa. Master
W. H. Sowers, 102 W. Savoy St., Palo Alto, Pa. Secretary
B. J. McGuire, Port Carbon, Pa. Financier
- 326. FOLWELL; Bradford, Pa.**
Meets 1st and 3d Sundays at 7 P. M. in G. A. R. Hall.
C. Billington, 6 Johnson St. Master
J. H. Fenner, 61 Davis St. Secretary
F. J. Fuhes, Henderson House Financier
- 327. SILVER MOUNTAIN; Barstow, Cal.**
Meets in B. of L. F. Hall 1st and 3d Sundays and 2d and 4th Wednesdays of each month at 7:30 P. M.
A. W. Mero, Box 10 Master
F. P. Riggs Secretary
A. W. Mero, Box 10 Financier
- 328. STONE BALLAST; Plattsmouth, Neb.**
W. Crehan Master
J. A. Marshall, Box 75 Secretary
W. P. Ferguson, L. Box 916 Financier
- 329. SOLOMON VALLEY; Downs, Kansas.**
A. Dillou Master
A. Studer, Box 197 Secretary
R. H. Rundle Financier
- 330. RIVER VIEW; Kansas City, Kansas.**
E. J. Pearce, Box 4 Station A Financier
Meets 2d and 4th Thursday evenings.
G. W. Smith, 3 James St. Master
A. W. Abrant, 1354 Liberty St Secretary
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**
W. Muldoon Master
W. C. Wright, Box 77 Secretary
O. Fischer, Box 2, South Englewood, Ill. Financier
- 332. STONE MOUNTAIN; Augusta, Ga.**
Meets every Sunday at 4 P. M.
A. J. Wages, G. R. R. Shops Master
J. W. Berry, G. R. R. Shops Secretary
H. J. Hoyt, 520 Walker St Financier

Only \$1.00 per Year.

Monthly.



A Practical Mechanical Journal,

DESCRIBING AND ILLUSTRATING

New Railway Appliances,

AND TREATING OF THE

Running, Management, Repairing

—AND—

BUILDING OF LOCOMOTIVES.

SHOULD BE IN THE HANDS OF

Every Live Engineer, Fireman and Railroad Mechanic

\$1.00 per Year. Sample Copy Free.

Agents wanted in every Railroad Center. Address

Am. Ry. Pub. Co.,

32 Liberty St., New York City.

Chew Rail Road Plug

To the Brotherhood of Locomotive Firemen:

Gentlemen :--On the 2nd of January, 1886, we signed a contract with your Grand Officers to pay into your treasury a royalty of one cent on every pound of "Rail Road Plug" that we sell in the next five years.

If every member will assist by chewing this Tobacco, asking for it continually in stores that do not keep it, and asking his friends to try it, the Royalty paid into your Treasury will reach a large amount per month.

See that each butt of tobacco has our name on it. Respectfully,

The Kentucky Rail Road Tobacco Co.

The above statement is correct. Ask your dealers to keep the "Rail Road Plug."

F. P. Sargent, G. M.
Eugene V. Debs, G. S.

Wholesale Agents.

Peter Hauptmann & Co., St. Louis, Mo.

Hulman & Co., Terre Haute, Ind.

Chas. J. Off & Co., Peoria, Ills.

Hannan & Michael, Mobile, Ala.

R. D. Kellogg, Rochester, N. Y.



VOL. X.

NOVEMBER, 1886.

No. 11

LAND.

It is no part of our purpose to enter the arena of polemics, in what we have to say about land, but to call the attention of our readers to certain facts and figures bearing upon the subject of land in the United States of America.

We do not hesitate to believe that it would be entirely proper in the outset to make special allusion to well established principles of right and justice relating to the ownership of land. In the language of Mr. Stuart Mill, "The essential of property being to assure to all persons what they have produced by their labor and accumulated by their abstinence, this principle cannot apply to what is not the produce of labor, the raw material of the earth. If the land derived its productive power wholly from nature and not at all from industry, or if there were any means of discriminating what is derived from each source, it not only would not be necessary, but it would be the height of injustice to let the gift of nature be engrossed by a few."

This proposition, so clearly stated by Mr. Mill, is one which, in the management of the public domain of the United States has not been heeded by those in authority—in fact, it has been totally disregarded—and such action has been had, as has created a wrong of such stupendous proportions that it

cannot be contemplated by thoughtful men without a shudder. The fact that the public lands of the United States have been shamefully squandered—and often criminally bestowed, no longer admits of controversy; and that we now have a landed aristocracy, the most repulsive of all aristocracies, is as clearly established and as irrefutable as any proposition within the entire realm of debate.

The entire "public domain," that is to say, the entire number of acres obtained from all sources over which the general Government has had the right to exercise control, is stated at 1,823,180,380. From this it is required to deduct for the acres of Alaska, Indian and military reservations, mountain and unarable lands, land taken by private parties and actual settlers, lands given to States for schools, lands given as military and naval bounties, for canals and wagon roads, leaving 368,670,780 acres of this remainder. Congress has given to States, to be given by them to railroads 36,000,000, and Congress has given to railroads direct 136,000,000, a total of 172,000,000 acres, as follows:

	Acres.
July 1, 1862, to the Union Pacific	12,000,000
July 1, 1862, to the Central Br. Union Pacific	187,000
July 1, 1862, to Kansas Pacific	6,000,000
March 3, 1869, to Union Pacific (successor to Denver Pacific)	1,000,000
July 1, 1862, to Central Pacific	8,000,000

July 1, 1862,	to Central Pacific (successor to the Western Pacific) . .	1,100,000
July 2, 1864,		
March 3, 1865		
May 21, 1866		
1861, to Burlington & Mo		2,441,000
1864, to Sioux City & Pacific		91,000
1864, to Northern Pacific		47,000,000
1866, to Oregon Branch, Central Pacific		3,000,000
1866, to Oregon & Cal		3,500,000
1866, to Atlantic & Pacific		42,000,000
1868, to Southern Pacific		3,520,000
1871, to Southern Pacific		6,000,000
Total		135,808,000

If the Government of the United States ever had a sacred trust, it was to hold the public domain for actual settlers, for small farmers. In disregarding this trust the Government has laid the foundation of aristocratic rule, in the future to culminate finally in despotism and terrific revolution, if not corrected at an early day.

It is not an easy matter to comprehend the area embraced in 172,000,000 acres of land. It becomes necessary to give illustrations showing the extent of such profligacy by the general government. The area of the following states will aid the reader to understand the full measure of the iniquity:

	Acres.
New Hampshire	5,955,200
Massachusetts	5,821,600
Rhode Island	800,000
Connecticut	3,193,600
New York	31,468,800
New Jersey	5,001,600
Pennsylvania	28,437,600
Delaware	1,312,000
Maryland	7,814,400
Virginia	27,168,000
North Carolina	23,440,000
South Carolina	19,564,800
Total	169,977,600

Here we have the names of twelve states, with an area of 169,977,600 square acres, or 2,022,400 acres less than the Government has given to twelve railroad corporations since 1862, in fact from 1862 to 1871. It will be observed that the 135,808,000 acres here given away during the years 1862, '64, '65, '66, '68 and '71—or six years—make an average of 28,666,666 acres a year. It will be observed that two of these railroad corporations each have more than 40,000,000 acres. It is stated that there were in operation in the United States in 1885, 120,000 miles of railroad; if so, then the Government has given away an average of 1,433 acres of the public domain for every mile of road constructed.

The fact is shown by the census reports that the large farms of the country are increasing with alarming rapidity, alarming because when the great bulk of the land is owned by the few the many become debased. There is not an instance to the contrary on record in any country under heaven; and that such a policy should be permitted in the United States is indicative of ignorance, or of a purpose at war with the public welfare. The figures relating to the increase of large farms are given as follows:

	1870.	1880.	Increase.
Farms under 100 acres	12,075,338	2,208,374	10 per cent
Farms 100 acres or over, and under 500 acres	565,054	1,095,983	200 per cent
Farms 500 acres or over, and under 1,000 acres	15,000	75,000	500 per cent
Farms over 1,000 acres	3,400	28,000	800 per cent

With such a rapid increase of large farms, there must be of necessity a corresponding increase of tenant farmers, and as there was more than one million of this class in 1880, it should not be a matter of surprise if in 1890 the number has gone up to a million and a quarter. Even now, it is said that the tenant farmers in the United States outnumber those of Ireland in the palmiest days of Irish landlordism.

No question is fraught with graver considerations than the one under discussion. It touches the very marrow of liberty and of independence, and he who does not see in the growth of landlordism in the United States dangers to the permanency of American institutions, is as blind as a bat, and if toilers do not awake to the seriousness of the question they or their children will find themselves at last, as in other landlord-cursed countries, at the mercy of those who have subjugated them.

Referring to native landholders, it is stated that "the late Col. Murphy left an estate of 4,000,000 acres; the Standard Oil Company owns 1,000,000 acres; ex-Senator Dorsey has 500,000 acres in New Mexico, and Disston has over 2,000,000 acres in Florida. We need scarcely recall the Glenn, Vanderbilt and Dalrymple wheat farms, or the great cattle ranches of Texas. In New York (the Empire state) there are 'full blown' landlords like Mr. Clark and

Col. Church, the latter of whom collects his rents from 180 farms, some of them 500 acres in size, and all made valuable by the increasing density of population." But while the working man contemplates with serious misgivings the increasing number of American landlords, he is called upon to view with still greater alarm the array of foreign and non-resident landholders in the United States.

To boast of our education, of our enlightenment, of our culture and progress, in view of our disregard as a people of facts and principles which underlie our freedom and our independence, is one of the most astounding contradictions of the age. It shows that with all our schools and libraries, and advancement in wealth and population, we are disregarding matters of vital concern and are permitting to grow up in our midst a foreign landlordism repugnant to every idea of liberty. The following list of foreign and non-resident landlords in the United States, together with the acres they control, is official, and should command attention:

	Acres.
An English syndicate No. 3, own in Texas	3,000,000
The Holland Land Co., New Mexico	4,500,000
Sir Edward Reid and syndicate, Florida	2,000,000
English syndicate in Mississippi	1,800,000
Marquis of Tweeddale	1,750,000
Phillips, Marshall & Co., London	1,300,000
German syndicate	1,000,000
Anglo-American syndicate, London	750,000
Byron H. Evans, of London	700,000
Duke of Sutherland	425,000
British Land Company, in Texas	320,000
William Whalley, Peterborough, England	310,000
Missouri Land Co., Edinburg, Scotland	300,000
Robert Tennant, of London	230,000
Dundee Land Company, Scotland	247,000
Lord Dunmore	120,000
Benjamin Newgas, Liverpool	100,000
Lord Houghton, in Florida	60,000
Lord Dunraven, in Colorado	60,000
English Land Company, in Florida	60,000
English Land Company, in Arkansas	50,000
Albert Peel, M. P., Leicestershire, England	10,000
Sir J. L. Kay, Yorkshire, England	5,000
Alexander Grant, of London, in Kansas	35,000
English syndicate, Wisconsin	110,000
M. Ellerhausen, of Halifax, in West Va.	600,000
A Scotch syndicate, in Florida	500,000
A. Boyson, Danish Consul in Milwaukee	50,000
Missouri Land Company, of Edinburg	165,000
Total	20,647,000

Here are twenty-nine foreign companies and syndicates owning land equal to the States of New Hampshire, Massachusetts, Connecticut, New Jersey and Delaware, more than the en-

tire area of Ireland by 347,740 acres, and more than the entire area of Scotland by 1,237,080 acres.

If such facts, when known to the masses of American voters, do not arouse them to change the policy of the Government when dealing with the public domain, of which only about 100,000,000 acres remain undisposed of, then it must be confessed that facts are as valueless as fancies; that verities are the merest vagaries; that history contains no lessons worth considering, and that the price of liberty is something less than *eternal vigilance*.

THE Government of Switzerland is doing more for the working classes than is reported elsewhere in all Europe. Wages are higher than are paid in any of the surrounding countries, and artisans are protected by stringent factory laws from over-labor, and they are insured against accidents and will soon be insured against sickness, at the public expense. Women and children are also protected by salutary laws.

THE credit of the Illinois Central railroad corporation stands so high in the money markets of the world that it has been able to borrow money at $3\frac{1}{2}$ per cent. in the London market, a feat which the London *Economist* says is "unparalleled in the history of American railways."

THE Pennsylvania Railroad Company has begun manufacturing sixty locomotives, at Altoona, which will weigh 120,000 pounds or sixty tons each. These monsters, it is believed, will haul from fifteen to twenty per cent. more than the largest locomotives hitherto made.

THE Boston Herald is authority for saying that the Mexican Central Railroad has, so far, been unable to pay expenses. The road is in the hands of Boston capitalists, who are fond of dividends.

THE Ohio & Mississippi railroad reports an increase of business over 1885.

TRADE SCHOOLS.

An exceedingly interesting subject, one upon which statesmen and philanthropists may meditate with profit, as also parents, is suggested by the establishment of a Trade School for boys, in the city of New York. It is not a city school—that is to say, it was not established by the authorities of the city, and is not supported out of the public fund. A philanthropist gave the land and erected the buildings. The teachers are all practical working mechanics, who are remunerated for their services by the boys and young men who attend the school for the purpose of learning a trade.

The trades taught in the school are brick laying, plumbing, house carpentering, stone cutting, plastering, wood carving and fresco painting. These trades are taught so thoroughly that boys go forth from the school qualified to earn \$2.00 and \$3.00 a day.

It is stated that the necessity for such a school was largely owing to the action of trades unions in refusing to give boys a chance to become apprentices and learn trades in the old time fashion.

The superintendent of the school being asked from what classes, as a rule, his pupils were drawn, replied: "They are children of mechanics and workmen who cannot spare the time themselves to educate their boys in their own trade or else wish them to learn another. Then we have many young clerks who think that by a handicraft they can earn more and live with less regard to appearances than in their present business. Occasionally, too, a rich man, with true wisdom, sends his boy to learn how to use his fingers as well as his brain, and thus fits him the better for any reverse of fortune. Besides these we have special day classes which promise to be well attended, for young men from the country who are already working at their trade, but lack the opportunity to master it fully in all its branches." Such announcements bring into prominence questions relating to education of special importance. From some cause which ought to be known, the American mind, in educa-

tional affairs, is dangerously inoculated with the idea that almost any calling or profession is preferable to that which demands work, hard hands, and soiled clothes. The great majority of American youth are not ambitious to become master workmen in any of the trades, and the humiliating fact is that the schools, whether public or private, whether supported by the state, or by private donations, do not encourage their pupils to learn trades.

Those who have a liking for investigation will learn upon examination that agricultural colleges, so-called, do not *turn out* agriculturalists. Several states boast of institutions originally designed to educate young men in the science of agriculture—farming, but results indicate very conclusively that the effort has been a conspicuous failure from the first, with little prospect of any substantial improvement, and what is true of these states is true of every other state where the public funds have been appropriated in an effort to give dignity to agriculture as a life employment, or to advance in the minds of the youth of the country the high importance of mechanical pursuits. The prevailing educational system tends directly to foster the ornamental rather than the practical, the effeminate rather than the sturdy duties and robust callings of life. As a result there is an over-production of lawyers and doctors. Every city, town and village is overrun with the soft-shell, half-educated professional gentry, singing the song of the "spider and the fly," waiting for the appearance of disease, or a fight, that they may obtain a fee whether they earn it or not. It will also be observed that theological institutions annually turn out a large number of graduates, learned in dead languages, thoroughly equipped to receive a "call" to earn (?) a living without soiling their hands. And if the American pulpit, at any time in the past, or anywhere in the present eulogizes hard work, or extolls mechanical employment, it would be most gratifying if the facts could be got before the public.

Besides, the Government expends thousands of dollars annually to produce a set of military and naval dudes, who bear a close resemblance to the lilies, which neither toil nor spin, but are arrayed in a way that would have made Solomon blush, and the Queen of Sheba groan.

It ought not to be surprising that the youth of the country do not take kindly to trades, since the whole system of education is ornamental rather than useful. There seems to be an idea abroad in the land that the more "book-learning" you can cram into a youth the better he will be able to uphold the institutions of his country. As a consequence, thousands of youth, graduates from schools, are left to find out that they cannot knead their knowledge into bread, that to get a living in this rough and tumble world is an immensely practical business, in which there is precious little demand for the ornamental, but a ceaseless requirement for the practical. A writer who has evidently given the subject careful study, remarks that "the impression seems to exist that getting an education is one thing, and getting a living is another, quite apart from and only indirectly related to the first. It is no figure of speech to say that there are persons who believe that to get an education is the chief end of man, and that procuring a subsistence is a secondary matter, to be waived for the time being and considered only when in the course of nature it is forced upon our attention. According to them, it is a sordid and unworthy view of life, in which the first thought is given to providing the means of living. Sooner or later even those who have been most ready to sacrifice all else for the sake of obtaining what is called a liberal education find that the greater part of our existence must be given up to obtaining food, raiment and shelter. However prosaic these necessities may be, they are imperative, and until due provision has been made for them, none of the higher aims which we assuredly ought to cherish, can be carried into execution."

The supreme difficulty encountered

by common sense people when discussing the avocations of youth, with the view of making them self-sustaining when grown to manhood, is the fact that public sentiment is afflicted with the Greek and Latin craze. If a choice is to be made between Greek and Latin, which is regarded the higher pursuit, and brick laying, stone cutting, plumbing, locomotive building, or any other mechanical pursuit, which is rated *lower*, it will be found that Greek and Latin, which stand for the professions, will bear off the palm. Or, if the trades we have named are placed in comparison with clerkships, from selling thread behind a counter,—purely a woman's employment—to keeping books in a sausage factory, the rule is the *light* work will be chosen. As a consequence, when thoroughly accomplished mechanics are wanted, other lands have to be drawn upon. The whole system of American education is impregnated with the idea that work is degrading, and American youth are educated to avoid it. The complaint is everywhere heard that American youth will not remain apprentices long enough to become thoroughly skilled workmen. They develop at once into journeymen, and as suddenly into *bosses*. And, as failure is certain to follow, the next thing in order is adventures, speculation, etc., to be followed by defalcations and demoralization.

Taking this view of the subject, the vast importance of trade schools, at once becomes apparent. There is no dodging the issue. If American youth of the present are to be the American mechanics of the future, then trade schools must be established, and there must go forth from home and school influences to counteract the vicious idea that mechanical pursuits are less honorable than the so called "learned professions" and this idea must be made to reach legislators who are called upon to appropriate money for so called agricultural and industrial colleges, which manage to educate their pupils to esteem, oratorical "yawp" as something vastly superior to the ability required to make a steam engine.

INDEPENDENCE vs. PATRONIZATION.

"What constitutes a State?
 Not high-raised battlement nor labored mound,
 Thick wall or moated gate;
 Not cities proud with spires and turrets crown'd;
 Not bays and broad armed ports,
 Where, laughing at the storm, rich navies ride;
 Not starred and spangled courts,
 Where low-brow'd baseness waits perfume to pride.
 No; men, high-minded men,
 With powers as far above dull brutes endued,
 In forest, brake or den,
 As beasts excel cold rocks and brambles rude.
 Men who their duties know,
 But know their rights, and knowing dare maintain,
 Prevent the long-aimed blow,
 And crush the tyrant while they rend the chain—
 These constitute the State."

As a general proposition there is nothing, apparently, more ungracious than to indulge in captious criticism when men of large wealth propose to use a portion of their money to better the condition of their fellow-men. But in considering the subject, the sharpest distinctions should be made and maintained, else, that which the world esteems as benevolence, charity, philanthropy, becomes oppressive, humiliating and degrading to a degree at once repulsive and abhorrent. When a strong, able-bodied man (we discuss rules, not exceptions) accepts of charity he at once sinks himself to the level of mendicancy, and from that moment deserts the ranks of those whom Sir William Jones denominates "high-minded men."

The European and the Asiatic idea is, that by heaven's decree, the human family is divided into two classes—masters and slaves, rulers and subjects, drones and workers—and that by the same decree of heaven the upper class is required forever to exercise a divine (?) superiority over the lower class, that the rich are the guardians of the poor, that the patricians have a God-ordained right to lord it over the plebians, and it must be admitted that, notwithstanding the declaration of independence, the virus of the foreign theory has to an alarming extent poisoned the blood of the United States of America. Here we are boastful and cringing. Here, while one walks erect and displays

" * * * Powers as far above dull brutes endued,
 In forest, brake or den,
 As beasts excel cold rocks and brambles rude—"

Hundreds make the hinges of their knees do obeisance to power, because, not only that "thrif may follow fawning," but often because they are wanting in those elements of manhood and independence without which man is little better than an orang-outang.

The genius of American institutions is that of eternal hostility to patronization. Here a man is a man, or if he is not, then it is because he prefers to be a *helot*. The moment a man ceases to be independent, self-reliant, he becomes something so infinitely below the ideal of an American citizen that it becomes difficult to assign him his rightful place in the animal kingdom.

Who of our readers has not beheld spectacles of lordly superiority on the one hand, and on the other able bodied men, American citizens, endowed with all the rights and privileges of citizenship, accepting proffered gifts, the acceptance of which reduced them to the level of peons?—gifts which they could not reciprocate, and which were designed to place the beneficiary under obligations, the recompense for which should be, blind obedience to the will of the giver.

The fundamental idea of our government is independence. The declaration that "all men are born equal" echoed Peter's declaration that "God is not a respecter of persons," and upon these two affirmations hangs the perpetuity of the American government as it was founded, and anything in conflict with these averments is an attack upon the dignity of American citizenship.

From time to time we read of what certain great corporations have done, or contemplate doing, to improve the condition of their employes. Sometimes the *pseudo* philanthropy takes a religious chute, again it is educational. Clergymen and instructors are to be provided at the expense of the corporation, mind and soul are to be cared for again, the employe is to be insured against sickness and death, and again we are told that corporations are to supply reading rooms, baths, sleeping rooms, rooms for games, gym-

nasiums, etc., and these things are to be provided gratuitously and because of the profound solicitude corporations have for the moral, physical and spiritual welfare of their employes. It is not often in these days of humbug and chicane that brass is made to play a more conspicuous part in the game of duplicity.

In this connection it is in order to inquire when, if ever, was the discovery made that corporations had souls? If one has been found possessed of such a quality, essence or principle, where does it operate? where are its headquarters? There may be such a corporation. It is held that "all things are possible with God," and if it can be established that a corporation with a soul exists, we shall be delighted to give the fact the widest publicity in our power.

This leads us to say, that the workmen of America are not objects of charity, they are not mendicants; as a body they are the chief factor in supporting the government, and they are not demanding of corporations their aid in providing for the welfare of themselves or those dependent upon them. They abhor all things which bear the impress of patronization. They make no improper demands. They create all the wealth of the nation. Without them the armies of progress would stand still, aye, they constitute the armies of progress. The destinies of nations are in their keeping. Civilization is dependent upon them. Said Senator Jones recently in the United States Senate: "No wonder we have had strikes among workmen. The debts of the world amount in round numbers to \$70,000,000,000, the annual interest to more than \$3,000,000,000. It is admitted that the purchasing power of money has increased fully twenty per cent. in the last fifteen years, which gives an unearned increment to the fund holders of the world of \$14,000,000,000, besides a corresponding increase in the current interest, *all of which must be exacted from the current earnings of labor.*" Such declarations from statesmen profoundly learned in finance forever settle the

question of the overwhelming importance of workingmen in national affairs. And for this what do they demand? Simply justice in the matter of wages. They ask neither the government nor corporations to cover them with their patronizing wings. They are not "free lunch fiends." They are standing up with their hats on and saying: "Being American citizens, carrying forward all the great enterprises of this wonderful age, we will live in houses and not hovels; we will wear clothes, not rags; we are not to be fed like swine; we will educate our own children, pay our own clergymen and doctors, insure our health and our lives when we see proper, and disburse our earnings without interference from any one; in a word, we are free men, self-reliant, and our own masters. What we want we will pay for, and hold ourselves aloof from all schemes which, for a mess of pottage, requires us to sacrifice our birthright."

Anything less than this is less than American, and when men, knowing their rights and appreciating their dignity, accept from corporations or individuals, charity, then they disrobe themselves of their independence, and from thenceforth they are not, whatever else they may be, high-minded men who know their rights and knowing, dare maintain them.

THE New York hotels have guests who pay from \$16.00 to \$200.00 a day for "board and lodging." An English admiral pays \$200.00 a week, a Mr. Dean pays \$80.00 a day, and Madame Barrios, a Central American widow, pays \$200.00 a day. Such is aristocratic dampfoolism when it gets a foothold in Democratic America.

ROME, in the days of her pride and power, had a circus that would accommodate 150,000 people. It is reported that Augustus, on one occasion, filled the arena with 3,500 wild animals, lions, tigers, boars, bulls, rams and ostriches. Then it was that Rome was made to howl.

GATLING.

We notice that Gatling, who invented the Gatling gun, one of the most deadly weapons ever devised by man, has taken out a patent for a Gatling gun to be used in cities and in manufacturing districts to aid the police in maintaining order. This miniature weapon is so light that it can be transported rapidly from point to point on the back of a horse. It can shoot *one thousand and five hundred* bullets in a minute, and is, therefore, lauded and magnified as one of the most desirable instruments of death ever placed upon the market. It is believed that there will be a demand for at least ten thousand of these guns in the United States of America, and the inventor anticipates an extraordinary demand for them in Europe. It is believed that the Emperor of Russia will order from 25,000 to 50,000 of these guns, that Bismarck will want 25,000 of them, Italy will require not less than 15,000, and England, to keep Ireland quiet, is expected to order at least 10,000. Austria will also require about 10,000, and Spain will order all she can pay for. Turkey is not expected to order a single gun, the Sultan still relies upon the Koran and the harem to keep the turban Turk in subjection, and so far France and Switzerland, the two Republics of Europe, have indicated no disposition to kill off the people by new death-dealing inventions, which is alike creditable to the heads and hearts of those in authority. The idea is that this adaptation of the Gatling gun to the duties of the civil authorities will hasten the long prayed for period, when the lion shall lie down with the lamb, and as there will be little use for swords and spears, we fail to see any reason why they may not be transformed into plows and pruning hooks. At any rate, if these little Gatlings can be made to hasten the millennial era, we apprehend the people will esteem them to be as serviceable as the renowned evangelists, Sam Small and Sam Jones, and not more than half as expensive. It is quite possible that the inventor can still further reduce the size of the Gat-

lings without lessening their death-dealing power, in which case it is held that our Christian civilization will move forward at a more rapid gait. The inventor of the Gatling gun is confident that the weapon will become immensely popular with monopolists, those who employ large numbers of men, since, in case of a strike, they would exercise a quieting influence and keep wages at the old figures. The Gatling gun is an American invention. Its motto is, "Bullets *vs.* Ballots," "Powder *vs.* Persuasion," and with a gun that can shoot 1,500 bullets in a minute, it is not surprising that such advocates of human rights as Alexander, Bismarck and Franz Joseph should believe that the "divine right to rule" will be maintained indefinitely.

C. P. ANGELL.

We always read of deeds which enlarge our estimate of men with feelings of admiration. C. P. Angell, a locomotive fireman, and member of Three Brothers Lodge, No. 235, Pittsburg, Pa., performed, some time since, a heroic act, for which, in the olden time, he would have been crowned with a laurel wreath, an account of which is given in the Pittsburg Commercial-Gazette. While the train was running at the rate of thirty-five miles an hour, in rounding a curve, a child, two years of age, was discovered on the track, and though the air brakes were put on the train could not be stopped in time, and death to the child seemed inevitable. At this juncture, fireman Angell quickly stepped to the pilot and rescued the child. That was all, but it was an *all* that should be written in letters of gold. Brother Angell may not be crowned for the deed, nor yet be honored with a statue, but in the heart of the frantic mother of the child, who tried to stop the train and save her infant from death, there will be grateful memories, which will live while her heart throbs, and the generous applause such acts win from men and women, is more valuable than rubies. Were it in our power, we would give Bro. Angell an ovation.

ONE of the most cheerful signs of the times is that railroad officials and employes are cultivating harmonious relations with each other. This is the first step toward the abolishment of labor strikes and may be properly regarded as a harbinger of the coming triumph of right and justice. We shall labor with becoming zeal and fidelity to hasten the coming of that day.

It is stated that there are in the United States 325,574 telephones, while in Great Britain there are only 13,000. The United States are in the lead, and Great Britain is behind, in the matter of telephonic facilities. It may be said that telephonic talk means business, in which case the United States does twenty-five times more than Great Britain. The Yankees are hustlers.

THE coal contained in what is known as the Pittsburg region is estimated by Professor Lesley, of the Pennsylvania Geological Survey, at 30,000,000,000 tons. Of this about 11,000,000 tons are taken out annually. At this rate the supply will last about 2,700 years. The learned professor is of the opinion that the supply of oil and gas will be exhausted ten or twenty years hence. At any rate, there is no occasion for alarm.

THE *Railroader*, formerly published at Toledo, Ohio, has changed name and location. It is now the *Railway Service Gazette*, and is published at Washington City, D. C. Fortunately the *Gazette* is still in the hands of W. R. Leflet, Esq., who won a national reputation as the editor of the *Railroader*, and his name is a guarantee the *Gazette* will enjoy a still wider sphere of usefulness and accomplish greater good for the railway service of the country. No. 1, Vol. 1, of the *Gazette* is on our table and we esteem it a privilege to commend it to every class of men identified with the service in the land. We shall avail ourselves, from time to time, of the pleasure of permitting our readers to see many of the good things that Mr. Leflet dishes up for the advancement of the cause which he so ably advocates.

AN OLD HAND.

Blue-veined and wrinkled, knuckly and brown,
This good old hand is clasping mine;
I bend above it, and, looking down,
I study its aspect, line by line.

This hand has clasped a thousand hands
That long have known no answering thrill;
Some have moldered in foreign lands—
Some in the graveyard on the hill.

Clasped a mother's hand, in the day
When it was little and soft and white—
Mother, who kissed it and went away
To rest till the waking in God's good light!

Clasped a lover's hand, years ago,
Who sailed away and left her in tears;
Under Sahara's torrid zone
His bones have whitened years and years.

Clasped the hand of a good man true,
Who held it softly and fell asleep,
And woke no more, and never knew
How long that impress this would keep.

Clasped so many, so many! so few
That still respond to the living will,
Or can answer this pressure so kind and true:
So many that lie unmoved and still.

Clasped at last this hand, my own;
And mine will molder, too, in turn,
Will any clasp it when I am gone?
In vain I study this hand to learn.

ONE OF US TWO.

The day will dawn when one of us shall hearken,
In vain to hear a voice that has grown dumb,
And morris will fade, noons pale and shadows
darken,
While sad eyes watch for eyes that never come.

One of us two must some time face existence
Alone with memories that but sharpen pain,
And these sweet days shall shine back in the
distance
Like dreams of summer dawns in nights of rain.

One of us two, with tortured heart half broken,
Shall read long-treasured letters thro' salt tears.
Shall kiss with anguished lips each cherished token
That speaks of these love-crowned, delicious years.

One of us two shall find all light, all beauty,
All joy on earth, a tale forever done;
Shall know henceforth that life means only duty—
O God! O God! have pity on that one!

—Ella Wheeler Wilcox.

PLUCK WINS.

Pluck wins! It always wins. Though days be slow,
And nights be dark 'twixt days that come and go,
Still pluck will win. It's average is sure.
He gains the prize who can the most endure.
Who faces issues, he who never shirks,
Who waits, and watches, and who always works.

—Toronto Mail.



Wear and Tear of Steel Rails.

MESSRS. EDITORS: Regarding the former, rail and flange wear, Mr. F. W. Webb, of Crewe, England, has made, in the *London Engineer*, a curious calculation, as follows:

"The London and Northwestern Railway requires 20,000 tons of steel rails per annum for repairs.

"For every mile run the actual loss is about one-third of a pound of steel, so that on this road 1,680 pounds of steel disappeared from the rails every hour."

W. E. L.

KANSAS CITY, Mo., August 6, 1886.

MESSRS. EDITORS:—In reply to "Piston's" question in August Magazine, "Does the piston travel?" I think it travels one way. In going ahead the piston always goes ahead, but it travels faster when the pin is going from back to forward center, than it does going from forward to back center. In reply to "Vulcan's" second question in same number, I think the man that pumps regularly is the best, for the fireman at least. You strike the foot of a hill and the engineer pulls the throttle and foot-cock at the same time, and you look around 110 for the pointer.

Yours truly,
Smoke Arch.

CEDAR RAPIDS, IOWA, Sept. 6, 1886.

MESSRS. EDITORS: Having been an engineer, I think I am prepared to answer at least two questions which I have noticed in the Mechanical Department. The first appears in the August number, and is as follows: "Does the piston travel?" In reply I would say that the piston moves half the time and remains stationary the other half. The piston moves in the same direction as the engine.

In the September number, "Vulcan" wants to know how a piece of the right valve happened to get into the left steam chest. In reply, I would say, and I think I am right, that this occurred by reversing the engine while running. The piece was forced through the right passage and pipe—possibly into dry pipe—into the left pipe and passage and when steam was admitted to the cylinder it was forced into the left cylinder.

EX-ENGINEER.

A New Air Ship.

The aerial machine with which Prof. Patterson, of San Francisco, expects to come from that city to New York in two days, with 6,000 pounds of passengers or freight, may make havoc with existing transcontinental traffic when built and successfully operated. Its inventor calculates that he can make a mile a minute with it, which will be enough for practical purposes. According to a recent description it is completed, too, "all except the machinery," no doubt an important exception; and the only obstacle to completing the machinery is a want of cash to go on with, which is also a definite want. The scheme devised by Prof. Patterson for raising the pecuniary wind for his balloon is the ingenious one of borrowing the \$12,000 needed, and putting the machine, when completed, "on exhibition, until the persons advancing the money are reimbursed, when he will give his air bird a trial." Herein he shows a level head, the reverse method of giving the air bird a trial before first securing reimbursement by an exhibition of its construction having proved disastrous to many previous inventions of this sort. It is rather noticeable that one of these previous inventions was that of Prof. Patterson's father, concerning which it is said that "the model would fly like a bird, but was of no practical value." The present constructor has been engaged in the inherited quest for twenty-one years, so that this struggle, like Freedom's battle, bequeathed by bleeding sire to son, is, as the poet says, baffled oft, although whether it will be also "ever won," we must still wait to see.

The Holding Power of Boiler Flues Prevents an Explosion.

American Machinist.

During the recent meeting of the Master Mechanics, the question of the holding power of boiler tubes when beaded and unbeaded, was indirectly brought up, and as a recent case of boiler experience has quite a bearing on that point, as well as being of general interest, we give the account as it has been given to us, knowing the statement so far as the important facts are concerned, to be correct.

A new engine and boiler of modern design and best construction had recently been erected and ran with promising satisfaction for some days. The first indication of any thing being wrong was a leakage around the valve stem of the engine. It was the aim of the proprietor to run at 80 to 100 pounds boiler pressure, but the safety valve lever was only graduated to 90 pounds, and in order to determine the action of the engine at 100 pounds extra weights were ordered to be placed upon it. The pressure gauge indicating but 80 pounds, and the safety valve still continuing to blow, more weights were

added until the idea occurred to some one that perhaps the pressure gauge pipe was clogged. This was found to be the case, and after being cleaned out and the gauge replaced the hand immediately went around to the pin showing 150 pounds. Further investigation showed an astonishing state of affairs. The ends of the boiler above the flues had been forced out, tearing the stays loose from the head and the boiler forced out of shape in other respects, and yet the flues set in the ordinary way held the boiler head securely, even after the stays had given way.

Just what pressure was reached has not as yet been definitely determined, but the cylinder oil for which a fire test of 600° is claimed was completely burned up, and the babbitt bushing in the valve rod stuffing-box was absolutely melted by the heat of the steam in the steam chest. It is proposed to ascertain, if possible, the melting point of this same piece of babbitt metal and so determine the actual pressure.

No doubt various opinions will be expressed in regard to this in many ways; prominently as to whether it was a good or bad boiler. Some may say it proved to be weak in the staying. We do not see that this is necessarily so, for possibly the holding power of the flues was greatly in excess of what was required and the shell might have been on the point of rupture when the stays gave way. Everybody will be ready to say they all must have been a pack of fools, but as a matter of fact they are nothing of the kind, and we are led to believe it all comes from what is often considered to be a good trait in an employee—that spirit which carries out what he understands to be the order, without regard to consequences.

A Railroad Official Thinks the Locomotive Headlight is not a Necessity.

Chicago Herald.

"There are 25,000 locomotives in the United States," said a railway official, "and every one of them is furnished with a headlight. A locomotive without a headlight would look like a dog without a nose, and most people would say that it is next to impossible to run a locomotive without a big lamp in front. Yet I am of the opinion that these lamps are almost useless, and that they could be taken off of most locomotives without detriment to anybody. Headlights are not in use in England, and we have used them in America simply because somebody used them before us. We have become so accustomed to them that most people think that a locomotive without a lamp could not be run with safety, but I am convinced that there is more danger in their use than in their absence. I speak, of course, of road engines, and not of those used in yards.

"On a road engine the headlight is of no earthly use to the engineer; it obstructs his vision so that he cannot see his switch lights, and I think that every thinking engineer will come to the conclusion that he would rather run in the night without a lamp than with it, as he can see better in the dark. Red cannot be seen distinctly under such a powerful light when the engine is running rapidly. A green light, under the brilliant illumination of a headlight, appears yellow, and a blue light appears pale. I know of accidents which have occurred from this cause, and the eyesight of every engineer having a night run is put under a terrible strain by continually gazing ahead into such a light surrounded by such dense darkness.

"If there is any good argument in favor of the retention of headlights on road locomotives it is that travelers by public highways who have to cross railroads at grade can see the train coming at a greater distance by means of the headlights. But it would be cheaper for the roads to rig up automatic warning bells at every grade crossing than to continue the use of so many unneeded lamps. The new electric headlight put on the market a few years ago was a success as a light giver, but it has not been generally introduced, simply because railroad managers know that headlights on road locomotives are practically useless, and that a more powerful light would be positively dangerous."

Transmission of Power by Electricity.

Scientific American.

The carefully conducted experiments of M. Marcel Deprez on the transmission of electricity over long distances have finally resulted in success. After many trials and difficulties, the conductors established between Creil and La Chappelle station, Paris, begin to work satisfactorily.

The power transmitted, and rendered available at the receiving station, was found by measure to be fifty horse power, an efficiency of 47 per cent. As the distance between Creil and Paris is almost thirty-two miles, this result is not unsatisfactory. The line consists of a copper cable, the total cross section of which is equal to that of a solid wire having a diameter of three-twentieths of an inch. The cable is aerial, and supported on porcelain insulators. When near frequented spots it is encased in insulating material, but at other places it is exposed.

The success of these experiments suggests the advantageous introduction of the practice into this country. In many localities, and particularly where waterpower is available, it would be possible to produce electricity under such favorable economic conditions that a loss of even fifty per cent. in its transmission would still make the arrangement a profitable one when compared

with the direct generation of electricity on the spot where it is needed.

It frequently happens, too, that power is available in one place at certain periods of the day, and, from the nature of its origin, must be wasted unless transmitted to a distance. Its conversion into electric energy and subsequent transmission would then represent a saving in the course of the year of no inconsiderable magnitude. Water power has been utilized in several localities in the United States and Canada for the generation of a current to be used in the electric illumination of towns and works located at a distance of perhaps two or three miles; but the limit has not nearly been reached, and even within these shorter ranges there have been as yet but few attempts to utilize the power at hand. There is room here for considerable ingenuity in securing the services of an agent which is at once convenient and economical.

Sleeping Cars with Bath Rooms.

Chicago Herald.

"Talking about luxury on the rail," said a traveler, "let me tell you a nice thing I struck last week. First let me ask if every man of you hasn't often felt while out on the road that he would give more for a good bath than for anything else in the way of personal comfort that you could think of? Of course you have. There is something about railroad traveling that makes a man yearn for his bath-tub at home. You not only get dirty, but you feel that you are dirty. The stuff seems to slime you over, and stick you up, and interfere with the natural functions of the skin. And then to think of a five or six days' trip across the continent without a wash, except of your hands and face, which only makes the contrast with the rest of your body the more striking, and renders you more miserable.

"Well, it has been generally supposed that about all of the art and invention of the world in the matter of securing comfort for the railway traveler have their homes in the United States, and particularly in Chicago, and yet up in British America last week I struck the nicest thing I ever saw on wheels. It was a nice sleeping car with a bath room. It is a nice tub, and there is plenty of room and all the hot or cold water a man wants and everything nice, clean and cozy. The charge for a bath is only fifty cents, and during the two days I was on the car there wasn't a passenger aboard who didn't have at least one a day. And every man and woman of 'em swore that the luxury would have been cheap and desirable at double the price. I believe Pullman could make money by putting bath-tubs in all of his cars, and just as soon as he gets to believing that way he'll put them in. It isn't the comfort for travelers he cares about, but the profit, you

know, as he's running his cars for all there is in them. A good bath-tub would beat some of his gimcracks all to pieces, so far as real comfort is concerned. The Canada Pacific Company has quite a number of sleeping cars fitted up with baths."

Uniform Railroad Signals.

American Machinist.

In speaking of a recent convention of railroad agents in Cleveland, Robert Pitcairn, according to the *Pittsburgh Gazette*, says:

"The meeting at Cleveland this week was another of a series that our committee has been holding. We have before us the rules governing the movement of trains from all countries in the world, and from the mass of matter we hope to evolve a system of rules that will answer the purpose of civilization. As it now is a green light on a train on one road doesn't mean what it would on a train on another road.

"A lantern swung back and forward on one road would back a train, while on another it would start it forward. A man coming from the Baltimore & Ohio road to work for the Pennsylvania railroad has to learn the signals and manner of running trains, and knowing both, is apt to get confused, and, consequently, to cause confusion and not infrequently destruction. What we are trying to do, in a word, is to formulate a series of rules for locomotion that will be national in character. We want to have it that a man leaving the Pennsylvania road may go to work on the Mexican Central or the Southern Pacific without embarrassment to himself or the company hiring him. We have settled the matter of time in this country so that railroads can operate without confusion. This committee was appointed by the same convention, and is another move toward simplifying and making uniform the locomotion rules of the country."

Indicating Locomotives.

American Machinist.

The common practice in taking diagrams from locomotive engines is to instruct the engineer to open the throttle wide just as a diagram is to be taken, between the intervals of taking diagrams, the engine being run with throttle partially closed to regulate the speed. The *National Car and Locomotive Builder* calls attention to the fact that this is wrong, inasmuch as the information of the power required to move the train at the speed noted is not denoted by the diagram taken under these circumstances. This is true, but in a more important particular the diagram thus taken is misleading. If steam is throttled, say at twenty pounds, which is not uncommon, the temperature of the metal of the cylinder, beyond the mere surface, is materially different from what it would be if there were no throttling. When

the throttle is opened there is an effort to bring this temperature up to what it would be under the altered condition. In this effort steam is condensed during several strokes of the engine, hence this will affect the admission line, to such an extent that no intelligent comparison can be made. Diagrams taken under these conditions are misleading.

In indicating a stationary engine care is always taken not to take a diagram after starting, until sufficient time has elapsed to heat up the metal of the cylinder. It is generally impossible on locomotives to secure all the time desirable after changing the grade of expansion to insure normal conditions, but everything possible in this direction should be done. It is customary to run with the throttle partially closed, then diagrams should be taken under this condition.

Richard M. Hoe.

An intelligent boy who has the run of his father's shop gets a good deal of valuable education from it. When the late Richard M. Hoe was a little boy in the little city of New York, say about the year 1820, his father was already noted as a maker of printing-presses. The father was an English carpenter, who emigrated to New York in 1804. He reached these shores friendless and penniless, and being soon after laid low by yellow fever, he owed his life to the care and generosity of the famous seedsman, Grant Thorburn, an emigrant like himself. But on recovering his health he found that in a growing city like New York a good carpenter is a man very much in request. He was soon a thriving person, and married a sister of the ingenious mechanic who invented the old Smith hand-press, which led him naturally into the business of making printing presses. He had a considerable manufactory when his wide-awake son Richard began to toddle in and out of it, watching what the men were doing, and how they did it. He was not a very old boy before he had tools of his own, and began to learn how to use them.

Interesting news reached the Hoe factory about the time that Richard was old enough to understand it: The London Times was printed by steam! This was accomplished in 1814, but the news did not reach New York until the next year, when the war of 1812 ended, and the industrial word entered upon a long period of peace. For many years after, the most frequent topic of conversation at the Hoe's was this new application of the power of steam, which was not yet needed by the journalism of the New World. We did not require steam to help us print off an edition of a daily paper consisting of one or two thousand copies. As late as 1832 the most important and wealthy newspaper in the United States, the *Courier*

and *Inquirer* of New York, had a daily circulation of 3,300 copies, which to-day would be of little influence.

Richard Hoe grew to manhood while his father's firm were preparing to run presses by steam. One of the partners visited Europe to witness the operation of the steam press. The lad became so expert in handling the machinery of the factory that he could take apart and put together any press made by the firm, and by the time he was twenty his father had so much confidence in him that he left to him most of the details of the business.

This practical and familiar knowledge of his trade, obtained in childhood and youth, was the basis of his magnificent success. He never claimed to be the inventor of all the improvements by which he profited. Several of the most daring and brilliant of the devices that bear his name were suggested and even elaborated by others. He was the man who decided and judged. He was the man who knew how to combine in one superb machine the results of all previous thought on the subject. He was, in fact, the master of the business.

When he first entered his father's firm, in 1832, newspapers were still printed by hand at the rate of two or three hundred copies an hour. He lived to construct ten-cylinder presses, which could strike off, fold, and count twenty-five thousand copies an hour. At each step of this amazing progress he had lent to the work an ingenious, resolute mind and a sound judgment.

A happy, sanguine, victorious man, he knew what was due to others less gifted than himself. Of the hundreds of men in his employment, a large number have grown gray in the service, and see working near them sons and grandsons. Colonel Hoe died in Florence in June, aged seventy-four.

THE *American Machinist* says: The injector was a discovery, not an invention. Its action being based upon an apparent anomaly, has never been easy of explanation. Scientists laugh at the efforts of the practical man to explain the action of the injector, and then set up theories which neither they themselves nor any one else can explain. We are moved to the above by noticing a recent explanation of the action of the injector, which makes the whole subject exactly as "clear as mud."

A FLUE cleaner has been patented by Mr. William E. Sidney, of Frankfort, Ind. It has bell-shaped attachments so placed that their inwardly flaring ends will enter the exposed open ends of a flue, a box nut striking against the boiler head and opening a valve which allows steam to enter the flue to an extent which can be regulated as desired.

AN APOSTROPHE TO WATER.

The following beautiful apostrophe to water was first spoken by the late John B. Gough. As an elecutiary exercise, or for speaking at an evening party, we know of nothing that is better:

Look at this, ye thirsty ones of earth! See its purity! How it glitters as if a mass of liquid gems! It is a beverage that was brewed by the hand of the Almighty himself! Not in the simmering still or smoking fire, choked by poisonous gases and surrounded by the stench of sickening odors and rank corruption, doth our Father in Heaven prepare the blessed essence of life, pure, cold water; but in the green glade and mossy dell, where the red deer wanders and the child loves to play; there God brews it; and down, down in the deep valley where the fountains murmur and the rills sing; high up in the tall mountain tops, where the naked granite glitters like gold in the sun, where storm-clouds brood and storm-clouds clash; and away far out on the wild sea, where the hurricanes howl music and the big waves roar the chorus—sweeping the march of God—there He brews it, that beverage of life—health-giving water.

And everywhere it is a thing of beauty; gleaming in the dew drop—singing in the ice gems, till the trees all seem turned into living jewels—spreading a golden veil over the setting sun, or a white gauze around the midnight moon—sporting in the cataract, sleeping in the glaciers—dancing in the hail showers, folding its bright curtain about the windy world, and weaving the many colored iris, that seraph's zone of the sky whose warp is the rain drop of earth, whose woof is the sunbeam of heaven, all checkered over with celestial flowers, by the mystic hand of refraction—still always it is beautiful, that blessed life-water! No poison bubbles on its brink; its foam brings no sadness or murder; no blood stains its limpid glass; broken-hearted wives, pale widows, starving orphans shed no tears in its depths, no drunkard's shrieking ghost from the grave curses it in words of eternal despair. Beautiful, pure, blessed and glorious! Give me forever the sparkling, pure cold water.

HE SAW THE CALF AND "CAVED."

Arkansas Traveler.

An Alabama man, charged with stealing a calf, made the following statement: "I was always taught to be honest, an' most always have been, but when I seed that calf I caved. I never wanted a calf so bad in all my life, an' you all know that when a man wants a calf he wants him." The jury returned the following verdict: "We this jury air satisfied that Steve told the calf, but, as the feller that owned the animal is considerable of a slouch, we agree to clear Steve an' make the slouch pay the cost."

A HERO OF THE THROTTLE.

How McSwain Rode His Hot Steed Through a Cloud of Scalding Steam.

Richmond Dispatch.

The fast mail train from the south, due in Petersburg yesterday morning at 5 o'clock, did not reach there until 9:30 o'clock, in consequence of an accident which occurred about three miles beyond Pleasant Hill. The train left Weldon on time, in charge of engineer, William McSwain, of Wilmington, N. C., and was traveling at the rapid speed of the "fast mail" until within three miles of Pleasant Hill, when the connecting rods of the engine broke, throwing the running gear out of order and causing the snapping of bolts, which was followed by a free escape of steam and hot water, directly in the face and upon the person of the engineer. His position was not only dangerous but extremely painful, and he was almost blinded by the steam. The engineer, however, did not lose his presence of mind, and, thinking more of the passengers in his charge than of himself, stood bravely to his post. The engine crashed along at unabated speed, and but two miles ahead was a long trestle bridge, which, if reached, would render doubly dangerous the risk of accident. Suffering intensely from his scalds, and his body burning from the effects of the hot water which saturated his clothes, engineer McSwain was enabled to find the lever and reverse the engine.

His fear then was that an explosion might occur, and to prevent this he worked until he had flooded the furnace and extinguished the fires. The engine was stopped before reaching the bridge, and the train and passengers were saved from accident.

The passengers and officials of the road were loud in praise of the heroic conduct of the engineer. An engine was sent to the assistance of the disabled train and it was brought here about four hours late. Engineer McSwain was brought along with it, and was taken to the Albemarle Hotel, where he has received every possible attention.

WHEN MARK TWAIN WAS IMPECUNIOUS.

San Francisco Call.

When Mark Twain arrived in San Francisco from the "Sagebrush State" he was in his, at that time, chronic state of impecuniosity. He had furnished some correspondence to the Call, and at once made a raid on that office for funds for immediate use and for a position on the local staff. He wore a ragged felt hat, a blue soldier's overcoat, pants which had formed a passing acquaintance with the tops of his boots, and the latter were guiltless of a knowledge of even the name of a blacking brush. George Barnes, who was at that time city editor of the Call, told him to come to work the next day, and gave him an order on the business office for money enough to make himself look respect-

able. The next day Twain took possession of his chair, and for six weary months Barnes tried to get some work out of him.

At the end of that time, in his good-natured way, he tried to let Mark down and out easily and politely, by saying to him: "Mark, dont you think you are wasting your time and talents in doing local work? Why, I think with your style and talent you could make more money writing for first-class magazines than in such work as you are doing now."

"That means that you don't want me any more. You have come to the conclusion that I am not the kind of man you want."

"Well, if you will have it," said Barnes, "you are not. You are the laziest, most shiftless, good-for-nothing specimen I ever saw around a newspaper office. I have tried for six months to get some hard work out of you and failed, and I have come to the conclusion that it is useless to keep you any longer."

"Barnes," replied Twain, in his most placid manner, "you are not as smart a man as I thought you were. You have been six months in finding that out, and I knew it the day I came to work. Give us an order on the office for three days' pay, and I git."

IT AMOUNTED TO THAT.

New York Express.

He boarded the train at a little Western town, and entering the smoker sat down in one of the forward seats. Pretty soon a man who sat opposite noticed a single tear steal down his rough, hardy cheek, then another, until at last, dropping his head between his hands, he sobbed like a babe. The stranger watched him for some time in silence and let him weep, but at last that powerful human link, sympathy, broke the bonds of social etiquette, and he inquired—

"What's ther trouble, pard?"

"Wall, you see, stranger, my ole chum is dead, an' I'm carryin' his corpse home to his ole mother. That's what makes me sad, an' then, agin, I can't help cryin' when I think how lonesome it will be for me. You see, we worked together for nigh onto three years."

"That is kinder hard luck, but I reckon you can get another pard."

"Yes, mebbe, but I can't git none like Dick. You oughter knowed him, stranger. He was eighteen-carat fine."

"Was he sick long?"

"Naw, he died kinder sudden."

"Fever?"

"Naw, he—he (and here another sob choked his voice), he committed suicide, stranger."

"Shot himself, hey?"

"Wall, n-o—but it 'mounted to 'bout that."

"How?"

"Wall, yer see he called me a liar."

FOREPAUGH'S CIRCUS.

The Street Parade Delayed by a Tricky Elephant.

Toronto News.

An engineer on the Midland railway this morning had a funny experience with the elephants in Forepaugh's show. When the train for Toronto was made up it happened that the elephant car came immediately after the tender. There was a small door in the end of the car, and this the large elephant opened, feeling around with his trunk he got hold of the lid of the water tank in the tender, and lifting it up he discovered the water. After drinking to his satisfaction he filled his trunk and passed it to the other elephants in the car until they, too, had been served. The engineer, J. McMahon, realizing that a water famine was imminent on his engine, and if the elephantine pastime continued the train would be stalled, enlisted the fireman and endeavored to defend the tank by hurling lumps of coal at the elephant. He countered on them by filling his trunk with water and deluging them. The engineer says that elephant could squirt two hundred yards on the level. However, he nearly squirted them out of the cab, and there wasn't a dry stitch on them. Finally the drain on the tank became so great that the engineer had to uncouple and run forward several miles for water. The occurrence has caused much merriment amongst the boys along the line, and was the cause of delaying the street parade to-day.

HOW MRS. PULLMAN TRAVELS.

Taggart's Sunday Times.

Royalty does not travel in half the splendor that accompanies Mrs. Pullman, the wife of the palace car inventor, when she elects to move from one place to another. It takes a good many cars, too, to carry all her impediments, four children, twelve servants, five horses and three vehicles—not to speak of trunks and other baggage. There is a stable car with six stalls and room for the carriages, besides berths, lockers and sitting rooms for the grooms and hostlers. This moving stable is as elegant as the most extravagant of ones built for racing favorites, and are models of convenience and square comfort. There are two compartments for feed and hay, and everything necessary for the comfort of these pampered animals and their attendants.

The car in which the family travel is as luxurious as is her own home in Chicago. Turkish divans surround the drawing room, which is in the center of the car, while easy chairs and little tables are scattered about. There is a magnificent cabinet organ at one end and a low book case at the other, papers and magazines are scattered about, big bowls of roses stand on brackets, and, except that they are moving, they would never realize they were out of their own parlors.

The dining room car has little cabinets with glass doors, through which are seen silver, crystal and costly china, and the kitchen attached is no less perfectly appointed. They sit in arm chairs at a table set in the middle of the car and glance out through plate glass windows shaded with silk and lace at the moving panorama of landscape.

The sleeping car is not less perfect in all its devices for comfort and convenience, and the dressing rooms are hardly equaled in any modern house for all that can make the toilet a pleasure. When Mrs. Pullman takes her walks abroad to Eastern watering places she simply steps from a house set on a cellar to one set on rails, and the only change is that one stays in Chicago and one goes to Saratoga.

NOBLE AND UNSELFISH MEN.

New York Tribune.

Of Conductor Bradley, who, crushed and mangled in a railway wreck, whispered with his dying breath, "Put out the signals for the other train," Whittier said:

"No nobler utterance since the world began
From lips of saint or martyr ever ran,
Electric, through the sympathies of man."

A similar tribute might well be paid to Phillips, the engineer of the train wrecked at Pelhamville. Injured, dazed, his clothing on fire, he was rolled into a ditch of icy water. Thus restored to his senses, his first thought was not of himself or his friends, but of the train that was thundering along a few minutes behind the wrecked one. "Has anybody signalled the express?" was the first thing he said. Such unselfish regard for others is as rare as it is noble.

TAMING A FRESH REPORTER.

Drake's Magazine.

Last night I was assigned to report a fire over on the West Side, and I wrote it up in grand style, making a half-column article of it. I began it in this way: "Suddenly on the still night air rang the shrill cry of fire, and at the same moment a little licking tongue of flame, whose light playing along the roof's edge had caught the eye of the midnight watcher, leaped forth, no longer playful, but fierce and angry in its thirst and greed. Like glowing, snaky demons the lurid links entwined the doomed building. In venomous hisses and spurts the flames shot into the overhanging darkness, while from every window and door poured forth a dense sulphurous smoke, the deadly suffocating breath of an imprisoned fiend." "I went on in this style for over half a column," said the reporter, "and this is what showed up in the paper this morning: 'Pat Sheeny's grocery store was destroyed by fire last night; 250 dollars; uninsured.'"

A SUB-OFFICIAL DAZED.

In His Excess of Zeal He Actually Misses the Real Issue.

"Iss dot de Mayor's O—fis?"

"Yes, it is." And the rather genial and plump Cerberus who guards the grand stairway at Fifth and Chestnut turned his bamboo towards the recesses of the structure, and Hans and his companion went up the flight. The fraulein was neatly dressed, and the pink bow at her throat rivalled the pretty tint on her downy cheek.

The clerk in the ante-chamber was in the depths of a leader on the tariff, when he was thrown out of his seat by three raps on the door.

"Come in!"

"Iss dot de Mayor's O—ffis?" asked Hans, looking in timidly. Being assured that it was, he disappeared for an instant, when he reappeared with the fraulein. By this time the pink on her cheeks paled the tint on her bow.

"Well, what can we do for you?"

"I wish my licenses."

"Your what?"—the very word "license" carrying him from his recumbent posture to his feet.

"My licenses!"

"Oh—yes—exactly," and the sub-officer reached for a formidable bundle of documents and ran over them. "Have you filed your bond?"

"My—vat?"

"Bond—b-o-n-d!"

"Iss dot rekvired?"

"Of course it is; you must give a bond to comply with the law governing the business!"

"Pizness?"

"Certainly; and then you must take out a policy of insurance. Good Heavens! you don't seem to understand your responsibility in this matter, and the Mayor is determined not to issue another license until every provision, not only in the statutes but in the ordinances passed by the council is complied with."

Then there was a whispered conversation, and the fraulein's eyes were moist and fear drove the roses from her cheeks. Hans stood for some time in doubt, smoothing the rim of his hat.

"Say!"

"Well, sir?" said the sub-official.

"Could you dole me where we find a Megisdrate?"

"A Megisdrate? What for?"

"Ouf you please, we vandt to get merrit!"

The way that sub-official tossed those pawnbrokers' licenses back to the table and hustled that pair before the Mayor was simply a caution—to use a mild phrase.

A GOOD OLD STORY FROM CHICAGO.

Mr. Kuhn, the proprietor of Kuhn's garden, was thrifty in money matters, but cared little for his own personal appearance. He had worn the same old greasy overcoat until his sons were ashamed of him and tried to induce him to buy a new one.

"Oh, no," the old gentleman would always say, "I would rather have the \$50 that it would cost."

One day the sons determined that he should wear a new coat, and, believing that if he could get one at a good bargain he would buy it, arranged with a tailor to sell him a \$50 one for \$10, they to pay the difference. Then they went home and told their father what a handsome coat they seen, and what a bargain it would be to buy it. So the father went and looked at it, and, after beating the tailor down to \$9, took it and started for home.

But when he reached home he had no coat with him.

"Didn't you buy the coat, father?"

"Yes; got it for \$9," replied the old gentleman.

"Where is it?"

"Oh, I was showing it to a friend in the street car, and when he offered me \$15 for it I let him have it. I cleared \$6 on that transaction."

A LULLABY NIGHT AT CAMP.

Burdette in Brooklyn Eagle.

I recommend the wall tent, rather than the "A" or wedge tent. We have both varieties in our camp, but when the winds are boisterous the wall tent has a few fancy steps that the "A" tent can never hope to imitate. Night has fallen. On the other hand, the wind has gotten up. I retire to the cot that sags down like a watering trough to receive me, and the circus begins. I am not afraid that the tent will blow over—it takes a terrific wind to capsize a well-pinned, neatly adjusted tent. But I don't see why it can't stand still. I hear the wind waving among the trees. I look at the cot where the prince is sleeping and half wish I hadn't brought him out into this land of furious storms. I lie down again, look at the swaying lantern, and think I will get up and put it out. Suddenly the tent squats down like a collapsed balloon, and then before I can throw my arms over the prince to keep the ridge pole from hitting him, the tent stands straight up three feet higher than its best standing record. Another roaring tempest through the trees; the four sides of the tent bulge out until it is as round as a Sibley tent; then it collapses and sucks in until there is hardly room inside for the lantern. Then three sides stiffen up like sheet iron, while the fourth flaps itself mad for no particular reason. The tent squats again, and when it stands up this time, the fly begins to flap and

pound over your head, faster than you can think, with the roll of a muffled drum, varied now and then by a crack like the shot of a gun. A moment's lull—suddenly the winds seem to be rending the forests, and both tent poles, fore and aft, are seized with the delirium tremens, and shiver and shake and tremble in oscillating spasms, while the walls dance up and down, flutter, bulge, collapse and stretch, and the frantic fly, "as fast as mill wheels strike," smites the top of the tent in furious, loud-sounding whacks that make the very lantern burn blue with fear; the moaning of the wind in the woods rises to a shriek; under the impression that the whole mountain is flowing away, I spring to my feet, rush to the tent door, tear it open.

The bluest skies, the brightest stars, the loveliest night in all this land greets me with the blessing of peace. The night wind is singing softly in the gently swaying tree tops, a lullaby of the summer night, a liquid whisper, the very undertone of the zephyr, scarce so loud as the purling murmur of the drowsy little brook, curling itself to sleep in the starlight. That is all.

But why should it sound so like Bedlam inside the tent? That's what I want to know.

HE WAS NOT UTTERLY DEGRADED.

Merchant Traveler.

"Mister, could you give a fellow a little help? I ain't had a good sleep for three days and ain't eat nothing since yesterday morning." The mendicant had on his most woe-begone look, but the odor of his breath was extremely suspicious. The gentleman responded:

"Look here, my man, if I were to give you a nickel, would you buy bread with it or would you spend it for whisky?"

"Well, I wouldn't spend it for whisky; you can bet your last red on that."

"How am I to know that?" persisted the gentleman.

"Say, mister, I may be tough and ornery, and all that, but there's one thing I ain't got to yet, and that's drinking five-cent whisky."

His honest pride was rewarded by a fifteen-cent donation.

THE Delaware & Hudson Canal Co. has issued an order stating that each employe of its railroad lines will be furnished with a blank containing questions concerning his time of the service on the road, his record of accidents, whether or not he was ever discharged, and other questions. This blank will be filled out by the employe and returned to headquarters. The men will then be graded according to time of service and record, the older men being given the preference, and due consideration being given to the record in other respects.

THE STEAM WHISTLE.

With bale and ban
 Curst be the man,
 With ear of toughest gristle,
 Who first conceived
 And then bereaved
 His brain of the steam whistle,
 The engineer's pet whistle,
 The "angel whisper" whistle,
 Horses-crazing,
 Cattle-hazing,
 Man-amazing
 Whistle.

Morn paints the sky—
 To France I hie,
 Where John went (see epistle)—
 A devilish yell
 My dreams dispel—
 'Tis that infernal whistle,
 That zenith-soaring whistle,
 That earth-devouring whistle,
 That welkin-rending,
 Wide-extending,
 Heaven-offending
 Whistle.

Gone my repose is:
 Tho' meek as Moses,
 With righteous wrath I bristle;
 And fume and fuss,
 And storm and cuss
 At that confounded whistle,
 That mournful, moaning whistle,
 That shrill, death-shrieking whistle,
 That sharp, persisting,
 Brain-entwisting,
 Oath-assisting
 Whistle.

Were I a saint
 (The which I ain't),
 I'd take some deadly missile,
 Some metal fact,
 Or "Texas tract,"
 And interview that whistle.
 That diabolic whistle,
 That peace-destroying whistle,
 That ear-drum-shivering,
 Nerves-set-quivering,
 Hell-delivering
 Whistle.

—C. H. Hutchinson.

TESTING A REFRIGERATOR.**How an Advertisement Put a Dealer in an Unenviable Position.**

"Fifty dollars to the man who can prove that any two things put into this ice chest will taste of the other!"

He had a refrigerator run out to the curbstone, hung the above sign over each side, and retired indoors to await the expected run of customers. People passing up and down the street jostled each other in their hurry, glanced at the ice box and its sign and went on.

After some hours of disappointed hopes and expectations, the dealer saw a pedestrian halt, calmly peruse the wonderful announcement, and rather hesitatingly advance to the door.

"Do you mean it?" he inquired in an anxious tone, pointing over his shoulder to the sign.

"Yes, sir-ee!" emphatically responded the dealer.

"Put up your money?" insinuated the stranger.

"No, sir!" replied the dealer in a pompous style. "My word is as good as the cash."

"All right, I'll take you," responded the stranger as he departed.

He returned shortly after with a box under each arm.

"Stick to your agreement?" he queried.

"Of course I will!" answered the dealer, wondering what in the name of Christopher Columbus the man had in view.

The stranger set his boxes down on the sidewalk, and a crowd began to collect. He told the dealer that he was afraid that he (the dealer) would back out of the bargain, but the latter asserted his readiness to put up the money if necessary. The stranger opened a box, lifted out a cat and placed her in the refrigerator. Then he opened the other box and took therefrom a large wire cage containing a large rat.

"Now, mister," said he, "you jest shut that door in a hurry when I flop the rat inside, and I'll go you another fifty that one will taste of the other in less than five minutes."

The crowd yelled and the dealer slammed the refrigerator door and slid into the store with a remark about fools and swindlers. He still refuses to recognize the stranger's claim to the \$50, but has taken his sign in.

LITTLE THINGS.

Neglect of little things is the rock on which the great majority of the human race split. Life consists of a succession of small events, each of which may be comparatively unimportant, and yet the success of every man depends upon the manner in which these small matters are dealt with. Character is the sum total of thousands of little things—little things well and honorably done. The comfort of any household depends largely upon little things being well arranged and duly provided for. Don't dismiss any small duty with the remark: "Oh, it's a mere trifle;" it may be a mere trifle freighted with tremendous interests to you. He was a philosopher who wrote: "You sow an act and reap a habit; you sow a habit and reap a character; you sow a character and reap a destiny."

"BRILLIANT men are born with black eyes." Insolent people get their's later on.—[*Ex.*]

Woman's Department.

EDITED BY IDA A. HARPER.

A PRACTICAL TALK.

The latter part of October and the first of November is a busy season for housekeepers. Though they may long to join the merry party that gaily starts on the nutting expedition, and though the desire is strong to wander through the fields and lanes, gathering the golden rod and the autumn leaves, yet the conscientious housewife will delegate these romantic pastimes to the younger members of the family and turn her attention to more practical occupations. If we grow prosaically utilitarian as we approach middle life it is not a cause for censure. We learn from experience that when a choice must be made between the useful and the ornamental, we are by necessity compelled to choose the former. We observe the butterfly perish with the summer, while the prudent ant is safely housed for the winter. In a thousand ways we are brought to see that there is no more valuable quality than a careful foresight, and while, perhaps, we still retain the poetical part of our nature, we are obliged by force of circumstances to make it subservient to the plain and matter-of-fact prose.

And so the young and thoughtless roam o'er hill and dale, gathering the brilliant sumac and the long grasses, with the pleasant consciousness that a good supper, a cheerful fire and a comfortable bed await their return. And the careless and indifferent of older growth drift along with a sort of luxurious enjoyment of the autumn days, undisturbed by any active preparations for the coming winter, thinking, if they take the trouble to think at all, that in one way or another they will be provided for. There are a great many of these people in the world who get rid of all responsibility by declaring that "the Lord will provide," and then proceeding to make use of the good things provided by their diligent fellow creatures. It is hard to comprehend why these selfish beings should thrive at the expense of their industrious brothers and sisters; perhaps we shall understand it when we know why thistles grow among the grain and weeds among the flowers.

But the careful housewife, the good mother, finds these brief October days all too short for the many important duties necessary at this season of the year, and all to be done at once. Now that the heat and dust of summer are over, the ordeal of housecleaning is again at hand. It seems impossible that this can be the same house which was so

fresh and sweet and clean in the balmy days of May, only four or five months ago, for, although a weekly sweeping and dusting and washing has been most rigorously carried out, yet every crevice and corner is full of dirt, the curtains are a fashionable ecru, the shutters have lost their original color, and "dust thou art, to dust shalt thou return" seems written on every hand. With most housekeepers it is not customary to lift the carpets at the fall housecleaning, but with this exception the routine is about the same as in the spring.

With reasonable care a house may be kept entirely free from mice, roaches, ants, bed-bugs and all other pests which sometimes make housekeeping an intolerable burden. It is true that "eternal vigilance is the price of liberty" but with vigorous warfare you may exclaim every time, "We have met the enemy and they are ours." It is some comfort to think that it cannot be as bad as it was with poor mother Eve, who must have had all the insects of the earth running over her table at every meal, just a regular picnic all the year round; and not a bit better when she wrapped her drapery of fig leaves about her and lay down to pleasant dreams at night. It would have been of no use for her to try even the most approved remedies, for her house was too large. We have a considerable advantage over Madam Eve in many respects, even though she never had to go to the dressmaker's and she knew where her husband spent his nights.

Roaches may be exterminated with Persian powder liberally applied and the treatment vigorously kept up. Other powders for this purpose are also sold by the druggist, and it is said that they will leave if mint leaves are spread around the places where they congregate. Shelves and cupboards, which for years have been infested with ants, have been entirely cleared by pouring coal oil into the crevices and sprinkling freely with powdered borax. Mice generally go in pairs and if a trap is set and the first pair caught it will usually end the trouble. If, however, they become numerous they may be entirely driven away by poison. Strychnine is best for this purpose as they will die before they can get back to their holes. Spread a small quantity on bread and butter or mix it with a little corn meal. Put all other eatables in a secure place. After a few mice have been poisoned there will be a general stampede for other quarters. This treatment will also exterminate rats, but both rats and mice can best be kept at bay by adding to the family circle a cat who understands her business. The most dreaded of all vermin is that insect which makes its headquarters in the sleeping couch. The discovery of a single one of these insects brings terror to the heart of the most experienced and courageous housekeeper, for she knows that unless the most

prompt and vigorous means are adopted the house will be populated. Nothing will more effectively rid a bedstead of these insects than a thorough washing of every part in very cold water. If persisted in this will always be successful. The papers, a few days ago, gave an account of a woman who saturated her bedstead with coal oil and then touched a match to it. It was an effectual remedy. For cracks and crevices apply corrosive sublimate with a brush and fill with Persian powder. A room which was "literally alive" was treated in the following manner: The carpet was put into a tub of scalding water; the wall paper was torn off; and the whole room, ceiling, sides and floor, was drenched with boiling lye, applied with an old broom. Not an insect was ever seen afterward. People who are moving about from place to place will always be more or less troubled with these vermin, but there is no excuse for that housekeeper who lives year after year in the same house. With energy and perseverance she can entirely eradicate all of these nuisances.

The cellar should be cleaned and swept before putting in the winter's supply of provisions, for even in cold weather there is always sufficient warmth and dampness to produce decay in this part of the house. Closets should be aired and the shelves washed with very hot or very cold water. Summer dresses should be washed but neither starched nor ironed, and all summer garments should be packed away and not allowed to cumber the closets during the winter. Winter garments should be taken out, aired and put in order for the first cold day. Blankets and comforts should be well sunned and put in a convenient place for a sudden change of weather. Screens should be dusted and put away; nothing looks more shiftless than to see screens and awnings left exposed to the wintry elements. Woodwork, windows and shutters must be washed. If the carpets are wiped up with ammonia and water, (a table-spoonful of ammonia to a bucket of warm water,) they will look as good as new. And then arrangements must be made for the winter's fires. May the time come when every house will be provided with grates or fireplaces. Stoves give out too much heat for early fall and late spring days, and we become so tired of them before the cold weather is over, although they are very acceptable in the depths of winter. But do not fail, most worthy housekeeper, to have a fire in the family sitting room when it is cool or damp out of doors. Even though the air be mild through the middle of the day, the fall mornings and evenings are always chilly. Let no consideration for carpets or curtains or for the trouble it is to make it, prevent you from kindling the fire on the hearth which drives away sickness and discomfort and gives health and happiness to the family.

Then do not forget to put the yard in order. For your own credit and for the sake of the public, keep your out-door premises neat and attractive. Rake up the dead leaves and put them around the grape vines and rose bushes and other plants which are to remain out doors during the winter. Clean off the flower beds. Put everything unsightly out of sight, and make things look as pleasant as possible throughout the long, bleak winter. While you have been attending to all this, O busy housewife, you have doubtless found time to put up the winter's pickles for father and the boys and that girl who is just at the age when she must have pickles and novels. A generous supply of cucumber pickles and sliced green tomatoes, and piccalilli and cucumber salad will give a wonderful relish when the appetite begins to fail and long for something "green." We often read in the papers that we can buy all these things better and cheaper than we, ourselves, can put them up, but such is not the case. With but few exceptions our own canning and pickling are more palatable and less expensive than that which we buy, and it is almost impossible to purchase jams, jellies and marmalades which children love so well with bread and butter. But even the most capable and ambitious of housekeepers cannot do everything they would like, and they are compelled to lighten their burdens in some direction. By this time they are all nearly worn out and are looking forward to a time of rest—when they are doing the fall sewing!

Well, when it is all finished, what then? Why, then Thanksgiving, of course. And let us not fail to have a good, old-fashioned Thanksgiving. We cannot afford, for the sake of our children, to let this day pass without celebrating it. The spirit of the festival is a beautiful one, to give thanks for our mercies. We want our children to remember how father and mother celebrated this day at home. Let us not feel that we are too tired or too busy or too poor to observe in a pleasant way this national Thanksgiving day. We need to be recalled from the work and worry of daily life, to gather our families about us and to give thanks for many blessings not earned by our own efforts, but the gracious gift of a higher power which we cannot explain but must gratefully acknowledge.

ELLA WHEELER WILCOX says: "The chivalry of the average man consists in protecting a woman against every man save himself."

A WOMAN made the first orange box in California, and has built up an industry in box-making that amounts to 50,000 boxes a year.

THE Reader suicide teaches the impressive lesson that the wages of sin is death—for the woman.—*St. Louis Post-Dispatch.*

Miss W.: "Will you take the air for this song, Mr. Swain?" Mr. Swain: "Thanks, I think I will. Good night."

KIND WORDS.

To Woman's Department:

I do not think there is another member here who live, but reading the many letters from sisters elsewhere, I thought you would welcome the wife of a subscriber who is also a Brotherhood man. I am deeply interested in the "Ladies' Department," and have read the Magazine with much pleasure, and trust that my first attempt will meet with a favorable reception; should it prove otherwise I do not think anything would induce me to try again. Perhaps some one might become interested in my subject and extend a kindly word in welcome. Kind words! How small their cost, yet how seldom used! It is a truism, that according to their cost so are things appreciated. This, in my opinion, cannot be applied to kindness, for how small an effort will it cost us to speak kindly when we use harsh and unkind words instead? And what a comparison between the two! Let us for a moment compare the unkind and kind words and their effect. If we use unkind words, even to the meanest creature living, they will surely be laid up and nurtured against us, with the determination, at some time in the future, to hurl them against us to our disadvantage. They will never be forgotten, much less forgiven, and we may depend on it that they will never do us any good. And nowhere is the influence of unkind words more felt than in the home circle. Nothing but wrangling and fighting going on until death separates them, when the survivor regrets his or her unkind words, but they are beyond recall. But let us turn the leaf and take a glance at the effect of kind words, and we find as different aspect of things, as is light compared with darkness. One word kindly spoken may be the means of bringing a straying one back to the Shepherd's fold, where an unkind word would have cut the last link binding it, and been the cause of its eternal loss. These kind words may be spoken and lie dormant for a while, but I agree with the poet that "kind words can never die." Once spoken they will be treasured like drops of water upon the desert, soothing and healing a heart that's broken. In happy homes they show their presence. There is no discord or strife there, nothing but peace and happiness, which reign supreme. The idea that men look to women for refining influence is an old one, and one that reflects credit on all womankind. Nevertheless, a son's early education in cleanliness, chastity and refinement ought to be looked after as assiduously as a daughter's by both parents. There is no good reason why man should not have the same influence for good over woman. He can, if he wills it, do as much towards making home pleasant and its inmates happy. He can, if he desires, be as generous, affectionate and devoted. What intelligent woman of refined tastes and neat habits would desire to wed an unrefined sloven of a man and try to reform him? and vice versa. I opine there should not be such a vast difference in the influence of the sexes. Both have influence greater, doubtless, than they are aware of, and should exercise it for good at all times and in the right direction. To be successful we must needs practice the "Golden Rule," and look well to our morals. If men could realize, as they

ought, the influence they have over women in all the social walks of life, we are inclined to think that their deportment abroad, and especially in the home circle, would many times be improved. They would' doubtless, see that they were called upon to be less exacting, and more amiable, more thoughtful and more forgiving. That they, as well as woman, have social duties to perform that should not be neglected. Their present and future happiness depends on themselves in a great measure. Woman's ambition is, and ought to be, to make home pleasant. Men also have duties in the same direction. Men, too, often receive kind words and tender treatment, from women in the same spirit they would a good dinner, and then expect women to continue the same treatment and never expect a smile or a caress in return. Too much absorbed in business to notice little acts of kindness is the excuse. Fathers, husbands, brothers, sons, pause and reflect. The responsibilities of life, its pleasures and happiness, self-reflection and the refinement of others, ought to rest as heavily on you as on women. Men as a class expect too much of women. Our burdens are often greater than we can bear alone. We need your kind assistance many times. We need kind and encouraging words, and tender treatment especially, and are better for having them. We are not ungrateful for favors received at your hands. We would all do better and be more happy if we could be appreciated, and would but try to make home happy and life pleasant for those around us. There are so many instances of the effect of kind words that I shall give none. We all know what influence they have upon us, and we should, therefore, consider seriously and try the practice of the "Golden Rule," for speaking kind words will be remarked, if not in this world then in a better one. "Life is not worth living were it not for love," says Gerald Massey, and love is best lived at home, for there

Love watches over my quiet ways,
Kind voices speak my name,
And lips that find it hard to praise
Are slow at heart to blame.

Will draw my correspondence to an end by wishing the "Ladies' Department" future success and willing hearts ready to add their mite of good cheer to the noble Order; good luck to the B. of L. F. in general, with a request that some member of Pride of the West Lodge, No. 6, will bestir himself sufficiently and inform the sister Lodges, through the medium of the Magazine, that such a one does exist. If an Order can boast of so many hearts and willing hands that ever stand ready to assist those who are suffering and in distress, will not one of those step to the front and by writing a few lines encourage some of the others to do the same? Let all help the good cause along, and may success crown your manly efforts.

September 20, 1886.

Pansy.

At the late election in New Bedford, Betsey B. Winslow, a Vice President of the Woman Suffrage League, was re-elected a member of the school board, on which she has already served for several years. Elizabeth W. Stanton, the President of the League, and Dr. Helen W. Webster, another Vice President, are also elected. So New Bedford has now three women on the school committee.—

THE BOYS OF THE I. & E.

The boys all call me "Mother," now don't you think
it fine
To have so many grown-up sons all working on the
line?
They all are pretty steady, but none that seem so
good
As the boys that, banded in a Lodge, we call the
Brotherhood.

There are Engineers and Firemen, the Brakemen
and the Con's.
And tho' employed on many lines, I claim them as
my sons;
And if you pay attention, you very soon shall see
What noble specimens we have at work on the I. & E.

D. J. Mackey is their Manager, and he is No. One,
What Mr. Mackey cannot do may be as well undone;
And without further parley at once I'll give you
here,
A number of the jolly boys we know as Engineer.

Dad Powers is a good old soul, he runs the No. 4—
A truly noble, worthy man, as oft I have said before;
And Fairchild is his Fireman—they make a worthy
pair.
Whenever you board their train, my friends, they
surely get you there.

Linxweiber comes the next in view, he runs the
No. 9—
As true and straight an Engineer as is on any line;
Frank Hunter is the Fireman that feeds Linxwei-
ber's boss,
And of my numerous family why Hunter is the boss.

Then next comes George Payton, he runs the No. 8—
There's not a train along the line can strike a faster
gait;
John Hartman fires for Payton, he comes from Ger-
manland,
And sometimes says the funniest things quite hard
to understand.

And next comes Andy Warner, a steady man is he,
His engine is a daisy, the number 23;
And Julius Bailiff fires her up, he is just chuck full
of fun,
And so are others, as you'll find before my tale is
done.

Coon Spotts he is the Engineer of Number 25,
Small wonder with such men as this the I. & E. does
thrive;
Ben Smith he fires the 25, and as along she whirls.
You'll often see them, if you try, throw kisses at the
girls.

And next comes Billy Yelton, who has the 17.
And Bill is just as good a man as ever could be seen;
Charles Huston has the shovel to throw in Yelton's
coal.
And he you will find a hearty chap, a real merry
soul.

There's two, they call them extras, Bill Torrence he
is one,
Pink Hoffman is the other, a right obedient son.
To ride with any of these men there's no one need
have fears,
I think I have named the Firemen all, also the En-
gineers.

And now I'll try my hand again in naming up the
Con's,
I am sure no woman ever had a better lot of sons;
Then first comes Henry Wissing, in weight he looks
quite light,
But I tell you when it's needed he is a terror in a
fight.

I saw him throw a man one day right clear off his
car,
I could not see the man at all, he had thrown him
out so far.
He said he would do so any time, yes, over and over
again,
To any one that would not pay full fare upon his
train.

Then comes Conductor Hardy, if I am good at guess-
ing,
You have to pay, or he will serve you just like
Henry Wissing;
Doc Wilson and George Nuebling, they also do their
duty,
They strictly charge you every cent, then the Com-
pany gets the booty.

Elmer Eaton and Dick Watson, no Con's were e'er
more true,
And better men in charge of trains you'll find there
are but few.
And so about Conductors my verses now are done.
For on the line of the I. & E. I have named them
every one.

Then there's the Baggage Smashers we could not do
without—
Jim Bingham is about as good as we can find, no
doubt;
And Kentuck Marshall is the one runs on the other
train,
To say a word in praise of these I scarcely could re-
frain.

There's only two of the Brakey Boys that I can call
to mind,
And they are steady, worthy men as any we can
find;
Lawrence Hughes and Leman Gorsage, each hour
their lives at stake,
And yet you'll find them cheerfully quite ready at
the brake.

There's one I'll name, because I think he is a funny
chp.
He sent me by a friend last week what he called the
Singleton grip;
Of Singleton I feel quite proud, he is handsome, too
—but still
I think all my boys are handsome who live at Evans-
ville.

For handsome is that handsome does, and long ago
I learned
The boys of Evansville this title truly they have
earned;
God bless them all, and when they go upon the rail-
road track,
May He also guide and keep them all, and safely send
them back.

And there's another I must name, the agent at this
place,
For Mr. Clements always wears a smile upon his face.
I think I have the finest boys of any under the sun.
So I wish you all a kind good bye, for now my song
is done.

—Mrs. Henry B. Jones, Washington, Ind.

GRAND RAPIDS, MICH., Sept. 7, 1886.

To Woman's Department:

On August 26, Progressive Lodge, No. 4, Ladies' Society of the B. of L. F., gave an ice cream social, which was a success. Several of the brothers took hold and did well, selling tickets for the ladies. The hall was tastefully decorated with mottoes, flags, evergreens, pictures of locomotives, and chinese lanterns, for which credit is due Mrs. Decker, Mrs. Cimmens, Mrs. Gildersleeve and Miss Shoemaker, who did the decorating. There were seven tables—four large and three small ones, which were decorated with handsome bouquets. Ice cream and cake

were served from eight until half-past eleven o'clock, when the company dispersed and all seemed well pleased with the evening's enjoyment. This was the first social given since the ladies organized, and we hope it will not be the last, for we trust the time is not far distant when we will be called to pass a few more pleasant hours together.

I will close by wishing great prosperity to the Ladies' Society. *Well Wisher.*

ALBINA, OREGON, August 12, 1886.

To Woman's Department:

Our Magazine having arrived to-day, I anxiously perused its pages, as usual, but did not see a word from either the Albina or Tacoma Lodges, and since last January I have been looking for something from them. We are far, far away here in the west, but we have our B. of L. F. and let me assure you our boys are "daisies." They are all strong and active (may they always be so) and, last, but not the least of their attractions, they are all good looking. When meeting day comes you can hear, all around, the cry "it is meeting day," and, depend upon it, they all attend. I could write, and write, concerning them, but I do not wish my first attempt to reach the waste basket. My husband is always and ever singing the praises of the B. of L. F., to which, of course, he belongs.

In conclusion, all I can say is may the B. of L. F., all over the land, live in happiness and prosperity for ever, is the wish of a

Fireman's Wife.

TEXARKANA, ARK., August 6, 1886.

To Woman's Department:

As my brother is a subscriber to your valuable Magazine, I thought I would write you a short letter, and hope you will not consign this to the waste basket, as it is my first attempt.

I fully agree with some of our writers, in saying the boys are a grand and noble set of men. My brother being a fireman, I have a perfect right to know. According to my opinion, they are among the best and bravest, ever ready to respond when duty calls them, and Oh! the danger to which they are exposed. Yet, they never think of themselves—always the safety of others. What anxiety we often feel when they are absent, and with what pleasure we greet their coming. I echo the sentiment of "An Engineer's Sister," in the March number, as she says, "Always encourage them at every opportunity."

Well, as I said I would write but a short letter, I will close, wishing the Brotherhood the greatest success.

A Fireman's Sister.

ATLANTA, GA. August 22, 1886.

To Woman's Department:

Oh, how I wish I could express my thoughts on paper as I would like to, for after reading those valuable Magazines I feel that I must, as a Fireman's friend, say something. Lodge 247 is flourishing, and the boys in the "Sunny South" seem happy. Reading Mrs. Harper's "Housekeeping," I felt that every

Fireman's wife could learn wisdom from that. And Oh! that lesson of temperance!

When I visited my old home, Terre Haute, I missed one from our circle, Nettie B. Joab. The Angel of Death had called her home.

Mrs. L. H. speaks of a mother's influence over home. A mother moulds the character of her son, yet evil associates have their influence. Then, why not every young lady use her influence over those noble men called "Railroaders," to do good and shun evil, and while they have only a short time, often, for recreation and to spend in their friends' society, yet every moment will shed its influence in coming years. The home for them should be made pleasant and attractive, that they may be made to feel its sweet and lasting influence, and have it to guide them over the rough and dangerous road. Every mother, sister and friend, can do very much toward making their lives happy.

I look forward every month with perfect pleasure to the Magazine for the valuable information I receive from it; also I love it because of its being published at my old home, Terre Haute, yet I find noble people in the "Gate City of the Sunny South," (one especially.)

"Don't view me with a critic's eye,
But pass my imperfections by."

M.

[Mrs. Nettie B. Joab was the first lady I met when I came to Terre Haute, fifteen years ago, and, in common with all her friends, I mourned the early close of a life rich with promise, for she was a woman of unusual talent.—Ed.]

WASHINGTON, IND., August 23, 1886.

To Woman's Department:

I would not write to-day, but I was told a secret, and, woman like, I cannot keep it. My friend, Frank Hunter, one of our most popular young Firemen, presented me with the finest and largest watermelon in the city, on condition that I would not tell the boys he was in Washington hunting up a two-story frame girl with a verandah front. I ate the melon, and I guess it dissolved the secret, but I do hope Frank found that girl. The last I heard of him was on West Main street, inquiring the way to East Walnut. Well, boys, do not tell Frank I gave him away, because melon season is not over yet. Frank also brought me from the P. D. & E. what he called the Singleton grip. If he did not return it to the handsome young Financier with interest it is not my fault, sure. I have also two more secrets. Two of our railroad friends, one a well-known and popular writer, and the other a Kentucky gentleman, will be married ere the snows commence to fall, and if you keep a watch on the Magazine you will soon find out. I acknowledge with thanks the invitations to those weddings. A great many friends have written by mail, wishing to know why I go back on the Firemen's Magazine. My dear boys, I do not. I have written quite as much for this Magazine as I have for the B. of R. B.'s Journal, but our Editress objects to the length of my letters, while the Editress of the Brakemen's Journal does not, so it is the journals that are making the difference, not me. I respect the Firemen's Magazine, and look for its com-

ing as earnestly as I look for a visit from an old and dear friend, but if I do not stop now this letter will go the way of several others, viz., the awful waste basket. "Irene," send me your address by mail; I wish to write to you. Kind wishes to all. As ever,
Mrs. Henry B. Jones.

RELIABLE RECIPES FOR PICKLES.

In making pickles use none but the best cider vinegar and boil in a porcelain kettle, never in metal. Keep in glass or stone ware. Bits of horse radish and a few cloves assist in preserving the life of the vinegar. The nicest way to put up pickles is in glass jars, sealing while hot and keeping in a cool, dark place. Never put up pickles in anything that has held any kind of grease, and never let them freeze.

CUCUMBER PICKLES.

Pour over the cucumbers sufficient boiling water to cover them. When cold pour off the water. Sprinkle with salt, using three-fourths of a tea cup of salt to every hundred cucumbers, if large, and one-half tea cup if small. Then pour boiling water over them and let them stand twenty-four hours. Pour off the brine, bring it to a boil and pour over them again. Repeat this for three days. They are now ready for greening. Put alternate layers of grape leaves and pickles in a porcelain kettle, add a lump of alum the size of a hickory nut, and fill the kettle with equal quantities of vinegar and water. Place them on the fire to heat gently until green. Dry them and pack in stone or glass jars. To each layer add a pinch of mustard seed, one of black pepper and of celery seed, a small piece of cinnamon bark, a little red pepper, a few small pieces of horse radish, and, if you choose, a few little white onions. To one gallon of vinegar add one pound of New Orleans sugar. Heat to a boiling point and pour over the pickles till covered and fasten securely. This recipe will repay you for your trouble.

CUCUMBER SALAD.

Take twelve large ripe cucumbers, wash, pare, take out the seeds and cut into pieces the size of dice. To these add twelve large white onions chopped fine, six green peppers, seeds removed and chopped fine, one table spoonful of black and one of white mustard seed, one table spoonful of celery seed, one tea cupful of coarse salt. Mix well and hang up in a coarse bag to drain twenty-four hours. Cover with best cider vinegar and fasten air-tight. This is one of the best of relishes.

PICCALILLI.

Take green tomatoes chopped fine, sprinkle well with salt, let them stand twenty-four hours, drain and put in a stone jar. Take half this quantity of ripe cucumbers chopped, half the quantity of chopped cabbage, fourth the quantity of chopped white onions. Put each of these three in a separate vessel and cover with cold vinegar. Let all remain several days in a cool place; then press very dry and mix together, add a few green peppers chopped, mustard seed, celery seed and grated horse radish to taste. Add three pounds of sugar to the gallon of vinegar, boil, skim well and pour over the whole.

SLICED TOMATO PICKLES.

One peck smooth, green tomatoes; one-fourth peck white onions; slice very thin, sprinkle well with salt and hang up in a bag over night to drain. Add one gallon of vinegar, one-half pound brown sugar, one-half pound mustard seed; one tea spoonful each of mace and ground cloves, one-half tea spoonful of cayenne pepper, or small red peppers to suit the taste. Let the whole boil two hours and fasten up air-tight.

OUT IN THE WORLD.

"The Woman's Political Club" was organized at Rochester, March 19. Susan B. Anthony addressed the meeting.

MARY BAYARD CLARKE, of New Berne, N. C., contributes to *The Southern Woman* an article on

"Woman as a Worker." She advocates three very sensible things.—a more thorough training for work, a more convenient dress, and a greater disregard for "Mrs. Grundy."

"Pray, what do ladies find to think about besides dress and parties?" said a fine-looking army officer, who had been doing guard duty in Washington for the past seventeen years. The remark was addressed to the assembly, but it was taken up by Miss Cleveland. "They can think of the heroic deeds of our modern army officers," she said smiling pleasantly. The officer subsided.—*Pittsburg Gazette.*

The annual meeting of the New York Woman Suffrage Association was held last week. Resolutions adopted recite the growth of public interest in the cause of woman suffrage; declared in favor of the shop girls' half-holiday movement; denounced capital punishment to women who were not allowed to vote as a cruel absurdity; protested against the bill pending in the assembly for the prevention of contagious diseases, and providing for the appointment of a committee of men to control the unfortunate women in the state, without holding equally guilty men of the same penalties; urged the legislature to pass the bill to raise the legal "age of consent" from ten to sixteen years, and congratulated the women of Rhode Island on the recent passage of a constitutional amendment giving women the ballot. A brilliant reception was given on Tuesday evening to Mrs. Dr. Clemence S. Lozier, for the past thirteen years president of the Association.

For Wives Only to Read.

Don't impose on your husband just because he is good enough to assist you a little in your housework. Don't leave the stove handle in the red hot stove, and don't ask him to empty the ash hod. Draw a line on the ash hod, and don't run a free horse to death.

Don't monopolize every hook in the closet. Graciously tender him one nail for his very own—and then, in mercy, hang your "Mother Hubbard," your pelerine, your shopping bag and your bonnet some other place.

Don't be inexplicit in giving directions. When you ask him to go up stairs for your portemonnaie, tell him it is either on the table, or in the further corner of the left hand side of the upper bureau drawer, or in the pocket of your brown dress in the closet. He will have no trouble in finding it—if you can tell him just where it is, especially the pocket.

Don't ask him where he has been the moment he enters the house, or where he is going if he starts out for a walk before breakfast. It nettles him, and men hate to have such pointed questions sprung upon them. Besides that, we live under a free flag.

Don't ask him to walk the floor with the baby half the night. A man who tramps industriously around a billiard table three nights in the week can't be expected to be on duty at home the other three nights. Have mercy on him and give the man an opportunity to recuperate.

Don't leave hair in the comb or your neck curls where they will stick to his hair brush.

Don't mend his hosiery with cotton having knots in it larger than a pea.

Don't scold him because he leaves ashes in his pipe. One of the privileges of a married man is to leave an old pipe full of ashes in just the position to empty the contents on the window sill or the mantelpiece the moment it is touched.

Don't indulge in flights of temper when your husband suggests how his mother did. If he objects to having eggs boiled in the tea kettle, and prefers them washed previous to cooking, endeavor to please him by indulging him in his fancies. In the meantime bring your sons up as carefully as you can, and when they are married, you yourself will doubtless be held up as an example of virtue and revenge is sweet.

Don't be too prodigal in the use of kindling wood. There is no fruit of his toil that man guards as jealously as he does his kindling wood. He would fain put it where thieves break not through and steal. So, just because you have free access to it, don't burn up enough to last a week in one day.

FIREMEN'S DEPARTMENT.

Correspondents must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,

NOVEMBER, 1886.

Editors Locomotive Firemen's Magazine:

Under date of May 7, J. E. Phelan gives a letter to the readers of the Magazine, which appeared in the June issue. Various circumstances, which I could not control, prevented an earlier reply. I will endeavor to be as brief as possible. This phase of the controversy is but local, and can be of but little interest to those outside of the Northern Pacific Railroad system, therefore I will endeavor to cut it short and relieve the monotony. Mr. Phelan did not know "the gun was loaded" when he handled it, at least the particular gun which "Cosmopolitan" fired off; if he knew of others they are still charged. Mr. Phelan draws a line of demarcation between "learning" and "knowledge," and I am compelled to admit he has drawn true. How I learned what I gave as "facts" in the May Magazine, and my reasons for giving them, may be of interest to J. E. Phelan; it will also be a relief to my conscience to relate the circumstances. For verification of what I am now about to state, I would refer you to a communication signed "Cymbeline" in the July issue. When the Engineers' Committee returned from St. Paul, our young engineers were told what great things to expect from the new schedule: they were also asked to donate \$2.00 each to defray the committee's expenses. Most all the B. of L. F. engineers paid; but a few refused. The schedule came along in due time and went into effect on the date specified. Each Division of Engineers, and each Division Master Mechanic was furnished a copy of it. Those young engineers, who had paid cash on demand, fondly imagined they would be permitted to feast their eyes on this new "Declaration of Independence," but, alas! their disappointment was great, they were not even permitted to gaze on the envelope that enclosed it. Soon things began to change around, some young engineers who had been advanced to the grade of road engineers were set back on switch engines, others to hostling, while a few were not set back, but with the dignity of the position attached to them were graciously permitted to

starve. During this time engineers "hired," after the others were promoted, were retained and kept at work. When business revived this spring and there was a demand for engineers, engineers were *hired*, while the unfortunate poor devils who had run in debt for winter board, expecting to redeem themselves in spring, were apparently forgotten. Not having seen the schedule, we held it responsible for all this. Remarks made by engineers gave rise to the belief that classifications were abolished for the sole purpose of preventing promotions. Firemen could get no favors from engineers, and in a few instances could not even get a civil answer to a modest request. Feeling was running high between engineers and firemen, and affairs were assuming a dangerous aspect. Consulting with a few intelligent and conservative members of the B. of L. F., we resolved on a somewhat desperate course and concluded to publicly attack the schedule, our object being to have it brought to light so we could see and understand it. Your letter appeared at the opportune moment, and as you were the principal on the side of the engineers making the schedule, we concluded to give you a rap, that being placed on the defensive you would be compelled to quote from the schedule. I am happy to say that the attack had the desired effect, as the schedule was immediately brought out and we have discovered its true essence. It is rather a tame, harmless affair. Some may consider this rather a reprehensible method of attaining our ends; perhaps it was, but when the people we had to deal with are taken into consideration it will help palliate the offense. Satisfaction did not prevail among firemen previous to the meeting of your committee in St. Paul, nor does satisfaction prevail now. Murmurs loud and deep could be heard all over the west end. Men who had families to support, house rent to pay, fuel, clothes, provisions, etc., to purchase and their own board bills to meet away from home, were sometimes blessed on pay day with a check for \$35.00 or \$40.00 for a whole month's hard service. Coal used was the very poorest, grades steep, dangers manifold and living expenses exorbitant. I know of at least one fireman who drew a check for \$32.00, payment in full, for a month's labor, and who owed \$35.00 for board and room rent; he didn't live very luxurious and was by no means extravagant. Laboring under such circumstances without prospect of promotion, is indeed a rather gloomy servitude. Do firemen who "kick" against such conditions deserve to be annihilated. Mr. Phelan? For further evidence of discontent, see "Sprague's" letters in Magazine for January and April of this year. You say you had no evidence at hand when the committee met to show that firemen had cause to complain. Did you or any of your committee endeavor to discover any? Did you consult firemen on the subject? Answer in a spirit of fairness, Mr. Phelan. The rate of pay per diem may compare favorably with that paid in other parts of the country; but how does the monthly and yearly aggregate compare? How does house rent for families, fuel, provisions, clothing, etc., compare? How does cost of board, clothing, washing and other necessities for single men compare? Roads you compare us with only charge from on to

five cents per mile fare for local passenger traffic; here it runs from seven to ten cents per mile; freight rates in equal proportion. Your comparisons do not cover all the conditions and circumstances. I have in a previous communication stated my position regarding classifications. I am opposed to them on principle, and believe, no matter what the occupation persons are engaged in, all should receive equal pay for equal work, risks and responsibilities. Still, I cannot but admit the force of "Cymbeline's" logic and reasoning, and I believe with him, to make the movement for abolishment universal would be a more consistent and just policy.

But Mr. Phelan, while you abolished classification of pay among engineers, your committee allowed firemen to be classified, which goes to prove you were not actuated by principle. Is there any good reason why firemen on passenger engines should receive less pay for same mileage as freight firemen, when engineers receive equal pay?

Taking the whole schedule into consideration, insofar as firemen's interests are concerned, with the exception of delayed time and "consolidated" rate, it were as well. If not better, they had been entirely omitted. A few items will suffice to illustrate. A man may fire for ten or any number of years on other or various roads and coming here gets employment; he is put on the same plane with the novice and receives \$2.25 per day of 100 miles on freight, or \$2.00 on passenger, for one year. His past experience and skill count for nothing. Hostlers get \$2.35 per day of twelve hours; consolidated engine firemen get \$2.50; promoted to hostling they lose 15 cents per day, advancing downward like a cow's tail. With the exception of consolidated engines, the rate is the same as it was; and some of the clauses quoted, and for which Mr. Phelan claims credit, were in existence before his schedule. He quotes rates of engineers' pay prior to the last agreement, and praises freight men for generosity in allowing 10 cents to be taken off their daily pay and given passenger engineers. They deserve no praise. At the Union meeting of engineers held at The Dalles, Oregon, the agreement now in favor was outlined. Some engineer, whose name is either James Carey or Judas Iscariot, kindly informed the company of what was on the *tapis*. To forestall the movement the company raised the pay to the standard quoted. But as Mr. A. W. Perley, in the *Engineers' Journal* for August, states there were other grievances of greater importance than the small item of increase, and the engineers were determined to secure them. Hence the new agreement. No thanks are due Mr. Phelan.

This is as far as I desire to go with the schedule. The readers of the Magazine must be getting tired of hearing local grievances ventilated. Let us give them a rest.

Mr. A. W. Perley, on pages 551-2 of *Engineers' Journal* for August, propounds a little conundrum for our worthy Editor to answer; and gives it as his understanding that the writer is an engineer, an expelled member of the B. of L. E. and full of venom for all engineers, especially the Missouri Pacific Grievance Committee. Rather strange how, if an engineer, I would feel embittered against the Missouri Pacific Grievance Committee, who were ar-

-ranging matters for the best interests of all engineers; and he gives no reasons to prove why I should select them from among the 20,000 B. of L. E. engineers to vent my spleen on. Charging me with making mis-statements, Mr. Perley, it is a wonder it did not occur to you that you yourself were making wild statements without even the shadow of a foundation in fact. If, as you say, all engineers ought to be posted on their own schedule, the fact that my letter in the May Magazine displayed such a deplorable ignorance of said schedule ought to be sufficient proof that I am no engineer. I never saw a copy of the schedule until about July 1, after my second letter was written to the Magazine. I judged it, as did all the firemen, from what we saw transpiring around us, and the attitude of engineers towards us. Your informant, whoever he was, allowed his imagination, and possibly his prejudice against some engineer, to get the better of his judgment and common sense, and has been filling you full of fairy tales.

People who live in glass houses should not throw stones; accusing me of making false and misleading statements, you ought to have been a little more careful in compiling evidence to prove my identity, and not have made yourself ridiculous by doing the very same thing you charge me with. Mr. Perley, if the secrets of your Order have been exposed by men who were members of both Orders, the majority of whom have withdrawn from the B. of L. F. within the past year and are now in your ranks, what guarantee have you that they will not give away your secrets now as before? How can you feel secure to sit in a Division room with such men? And how must they feel to be associated with a body of men who have stigmatized them as perjurers? Was the engineer who informed the Missouri Pacific Railroad Company of what was done at The Dalles Union meeting a member of both Orders?

Cosmopolitan.

TWO SINNERS.

ELLA WHEELER WILCOX.

There was a man, it is said, one time,
Who went astray in his youthful prime,
Can the brain keep cool and the heart keep quiet
When the blood is a river that's running riot?
And boys will be boys, the old folks say,
And a man is better who's had his day.

The sinner reformed and the preacher told
Of the prodigal son who came back to the fold,
And Christian people threw open the door
With a warmer welcome than ever before,
Wealth and honor were his to command,
And a spotless woman gave him her hand.

And the world strewed their pathway with flowers
abloom,
Crying "God bless lady and God bless groom."

There was a maiden who went astray
In the golden dawn of her life's young day,
She had more passion and heart than head,
And she followed blindly where fond love led,
And love unchecked is a dangerous guide
To wander at will by a fair girl's side.

The woman repented and turned from sin;
But no door opened to let her in.
The preacher prayed that she might be forgiven,
But told her to look for mercy—in heaven,
For this is the law of the earth, we know,
That the woman is stoned while the man may go.

A brave man wedded her after all;
But the world said, frowning, "We shall not call."

MACON, GA., September 6, 1886.

Editors Locomotive Firemen's Magazine:

As I am the only one who seems to care to represent Macon Lodge, No. 246, in the Magazine, I suppose I will have to remind you of us, occasionally, and I can assure you it gives me pleasure to do so. Bro. Taylor is running switch engine in Jessup yard and is very well satisfied, but he does not like it very much being away from his girl in Macon. Bro. Strickland is doing good work in Macon yard, with the 22. Our new Bro. J. C. Pair is firing for him and they are two hard ones together. Bro. R. M. Woodruff has beat us all and is the happiest man on the docket. He has got a twelve pound lump, and it is a girl, but he has not said cigars yet. Bro. D. M. Moore has just returned from a trip to the mountains. We were all glad to welcome Dave back again. Bro. Outler left for Augusta, on Friday, the 3d, accompanied by Bro. Walker, to organize Lodge No. 332. We wish them a pleasant trip and a speedy return. Bro. Davidson left on Friday morning to accompany his girl to Dallas, Texas, but she gave him the g. b. and he returned from Atlanta, looking as sour as a barrel of vinegar. Don't get disheartened, Jim; try another. Our General Foreman, Mr. R. M. Baldrige, is very much liked by all the boys on the M. & B. division of the E. T., V. & G. R. R. and they do their duty with willing hearts and hands.

Bean Pole.

WEST UNION, IOWA, Sept. 2, 1886.

Editors Locomotive Firemen's Magazine:

I have looked in vain for a long time for a communication from Key City Lodge, No. 106. Recently, I had occasion to visit Dubuque and I found a fine body of men there. The members are live and active and well up with the times. Their hall is very elegant and commodious, and they may well feel proud of it. I hope the boys at Dubuque may always be blessed with prosperity.

Dan.

For the Magazine:

WAITING.

Out in the world he rides without fear,
As he passes through stations the headlight appear;
Like a long winged comet taking its flight,
As the engine dashes through the starless night.

He fears no danger while on the road,
With the help of his mate he has pulled many a load;
So o'er hills and valleys on his steed he rides,
With nought but a headlight for a guide.

Mother and sister await his return,
They know his footstep so steady and firm;
With a smile on their faces they greet him once more,
And he rests awhile from the engine's roar.

Again he starts with a happy heart,
Though from friends and kindred he hates to part;
But he knows for his return they will wait,
And anxiously look for him if he is late.

But there is One who will watch and keep from harm,
He is waiting to clasp him in His arms;
Our Savior, when life is done, will wait
To welcome him at the beautiful gate.

MACON, GA.

Bean Pole.

OUR MAGAZINE.

How little we think as we glance o'er its pages.
And follow the drift of each subject and theme,
Of the good it has done, and will do for ages,
This dear little book that we call Magazine.

It starts on the first of each month on its mission.
Teaching its lessons to both young and old.
Of benevolence, charity, faith, and contrition.
And helping to gather more men to our fold.

It travels our country from ocean to ocean:
From the States on the south to the Canada line,
And even as far as the Mexican nation;
Through any and all kinds of weather and climate.

And soon finds its way to our family table;
And then as we look o'er the first page or two,
We will find there an excellent romance or fable,
And I guarantee all to be perfectly new.

It brings us the news of some brother's departure,
As he's mustered to go on the last trip of life,
To the place where all anguish, and sorrow, and torture
Is banished, and joy takes the place of all strife.

It assuages the grief of the friends and relations
Of the brother or husband that's gone on before,
By its message of cheer, and the usual donation,
And our efforts to keep the grim wolf from the door.

And our Woman's Department is now quite a feature,
Mrs. Harper, Irene, Mrs. Brown and the rest,
With their monthly suggestions become quite a teacher
In the art of "home rule" and all things for the best.

But I'm going to get out of the ladies' dominion,
Out of their sanctum I'm going to retire,
For fear they'll convene and form the opinion
That I am a bad and unprincipled "lyre."

But I guess I am taking too much of a column,
So I'll close with best wishes to each one and all,
And sincerely hope that our dear little volume
Next month will come 'round and on each of you call.

Mulligan Guards.

SOUTH PUEBLO, COL., August 17, 1886.

Editors Locomotive Firemen's Magazine:

We are called upon to announce another of the many pleasant little events that find their way to the columns of the Magazine. This time it is the marriage of Bro. Harry Foster, of No. 59, to Miss Ada Ellis, of Canon City. The ceremony took place at the residence of Bro. Frank Pierce, while Miss Ellis was in our city on a visit. It was a very quiet affair, none but the intimate friends of the groom and bride being present, consequently every one was taken by surprise; none more so, than your humble servant. Bro. Foster being a very popular young man with the ladies, I suppose there will be no end of broken hearts here in our city, while in Canon City there will be weeping and wailing among the dude fraternity of that place, on account of his bearing off the coveted prize.

But, laying all jokes aside, everybody heartily congratulates the new lord and master and his wife on their excellent taste in choosing one another. But I, his chum and room-mate, on account of his having deserted me in this manner, here and now publish the following notice: That, as Harry Foster has left my bed and board, with just and sufficient reason, I hereby notify all concerned that I will not be responsible for his actions in the future. Mrs. Foster will be accountable for them.

Jas. Mulligan.

DUBUQUE, IOWA, Aug. 23, 1886.

Editors Locomotive Firemen's Magazine:

As it has been some time since I have seen anything in your Magazine from Key City Lodge, No. 106, I will give you a few items, to let you know we are not all dried up, if it has not rained all summer. Bro. P. Raine is our worthy Master and from the manner in which he presides over our meetings is well appreciated by all the boys. Bro. J. P. Sandey is our Financier and the way he handles the "stuff" is a terror. Bro. William Mason is our Secretary and seems to be an experienced hand, from the appearance of his books. Our meetings are promptly attended by all the boys. Bro. Haines is all smiles now, seeing he got the Jersey Lily. Bro. E. J. Cummings is as tickled as a boy with a new top, over the trade—115 for 409. He says she will run a whole month in the cab. Bro. Richmond says the 403 will beat that, easy enough. Bro. Sandey says it is not all gold that glitters. If you could see him scour his whistle you would be tempted to think so. Bro. (Mickey) Farrel does not get a chance to go to meeting very often, as he has his lay-over in Savanna. Bro. Misling thought a shop picnic would be a grand thing, but changed his mind when they were taking a run for Massa Hill, with sixteen double loaded coaches. Bro. McKay does not seem to enjoy good health any more. He complains of his kidneys. Bro. Strazlinsky, "the Irish agitator," makes it his business to come around Sunday morning, looking like a dude, with his cane and hard hat. Bro. Odey looks hard, I must say. The 400 is doing him up. Bro. W. W. Walcott sits on the right-hand side of the 79, all right. Bros. Miller and Richmond are running the Cascade narrow gage. Bro. Schaffner pulls circus trains. Bro. Byrnes runs extras. Our Lodge seems to be in a thriving condition. Bro. Joe Chaloupka was admitted, at our last meeting, and two or three applications acted upon. Hoping these few lines will find a place among the many others, I will close.

Crank.

LITTLE ROCK, ARK., Sept. 4, 1886.

Editors Locomotive Firemen's Magazine:

I have been looking, every month, for a long time, in the Magazine, thinking I would see something from Little Rock or Argenta Lodge, but have been disappointed. The members of Rose City are not dead, nor are they all asleep, but they do seem to forget to contribute anything to the columns of our Magazine. Little Rock has never been honored by a union meeting, under the auspices of the B. of L. F. or B. of L. E. since the Orders were organized. Such a meeting would be of great benefit to both. There is a good Division of the B. of L. E. in Little Rock and one in Argenta; also a good Lodge of the B. of L. E. in Argenta, as well as in Little Rock. A union meeting has been favorably spoken of by the members of both Orders, and should one be decided on, we will surprise the natives. Several of our boys have gone visiting and will not return till late in the fall.

I was handed the following, by one of our members, who said it was 45's list of lost and strayed but not stolen: Bros. Saunders and McMillan are at Armstrong Springs. Bro. Briggs is in Texas. A. B.

Archibald is keeping bach this summer. He looks awful weak. Hodge Ralford calls on him and tries to console him by telling him his wife will return soon. Bro. Frank Wilson and wife have gone to Los Angeles, Cal., on a visit. O. J. Holmes is firing on the St. L., A. & T. R. R., out of Pine Bluff. Bro. Coyne, the boys say, will consider the propositions of Barnum, and if he declines that, will lecture next season in Ireland, and Fitzgerald will be his escort, if fortune smiles upon him. Bro. John Reid and family have gone to England, their native land. Bro. Thomas Howell has bought him a home and says, in the Spring, he will be fixed, he will have so many fine flowers, geraniums, roses, sunflowers and the like. His favorite is Lillie (but, mind you, not water Lily.) Horton and Holmessay they have made up their minds to shake the bachelors this fall. If there is a chance for these too lads there is for the others.

Lamb.

LUDLOW, KY., Aug. 22, 1886.

Editors Locomotive Firemen's Magazine:

As it has been some time since I have seen anything in your Magazine from Old Kentuck Lodge, No. 104, I will endeavor to give you a few items, which I hope will be of interest to the readers of your valuable Magazine.

We had a very interesting meeting last Thursday evening, although, I am sorry to say, there was but a small attendance. Bro. Cunningham, of F. W. Arnold Lodge, No. 44, also Bro. C. Y. Smith, were present, as visiting members. They gave us some useful information, in a debate for the good of the Order. We would be glad to have them attend all meetings, as they are working on the C. N. O. & T. P. R. R., at present.

Bros. Phil Smith, Alex. Frazier and Sam Bowne have been promoted to the right-hand side, and are giving good satisfaction. Bro. Cris Smith mourns the loss of his wife. He has the sympathy of all in his sad bereavement. Bro. T. J. Lenchon has been very sick for the last three weeks, but is improving slowly.

Our worthy Secretary, W. E. Farley, is going to leave us. I suppose he thinks Ludlow is not large enough for him since the addition of a young son to his family. We wish him success.

Rumor says Bro. M. J. Connelly will become a Benedit in the near future. Success to him.

Our lodge is in a flourishing condition. It has about fifty members, and taking in one or two at nearly every meeting.

Skip.

RICHMOND, QUEBEC, Aug. 28, 1885.

Editors Locomotive Firemen's Magazine:

It is with feelings of heartfelt sorrow that the members of Star of the East Lodge, No. 118, are called upon to announce the death of Mrs. E. Wells, wife of our esteemed Bro. E. Wells and sister of Bro. G. Scott, who died August 21, 1886. By the death of Mrs. Wells her husband loses a kind and loving wife, and the members of 118 a faithful friend. But it is with feelings of satisfaction that we can remember and cherish her noble qualities. Bros. E. Wells and G. Scott and their families have the sympathy of the members of 118.

Geo. A. Pearson.

BUFFALO, N. Y., Aug. 15, 1886.

Editors Locomotive Firemen's Magazine:

The second annual picnic of Buffalo Lodge, No. 12, was held at Niagara Falls, August 12th, consisting of eleven well filled cars, drawn by engine 150, with Bro. A. L. Jacobs at the throttle and Bro. Jacob Brinkle at the scoop, and Bros. Coe, Crossman, Bree-man and Dickson as ticket pickers. Mr. John Read-ans, one of Erie's popular conductors, was in charge of the train. Everything passed off quietly and pleasantly. After passing Tonawanda, the excursionists thought a good run was being made, but to their surprise, upon looking out of the coach windows, they saw that a steam threshing machine, on the highway, was passing them. But "Skinney," you know, is one of those whole-souled fellows, and did not desire to take any risk with the passengers in his charge, consequently he made no attempt at a race. The picnic party arrived at Prospect Park at 10:05 A. M., where the fire boys, with their wives, mothers, sisters and sweethearts, spent a very pleasant day. We found it necessary, in order to maintain order, to have with us two patrolmen, Bros. D. E. Barry and Dan Dugan, of No. 12, one of whom was very unfortunate, but in what respect, I am not at liberty to tell. Bros. Crossman and Coe had charge of the dance hall, collected the fares and did the treating. Bro. H. S. Bickley advertised that he would make the perilous trip through the rapids in a barrel, at 10 o'clock, but as the train left at 8:30, he was relieved of the undertaking. We arrived home at 10 o'clock, everybody having spent a very enjoyable day and fully determined to stick to No. 12's picnics and balls.

One Who Was There.

DERRY STATION, PA., Sept. 27, 1886.

Editors Locomotive Firemen's Magazine:

The members of 310 are all wearing an 8 by 10 smile on account of the success of their first social, which was held in the Central Skating Rink on the evenings of September 17th and 18th. The boys worked hard in decorating the Rink, which was tastefully done with American flags and festoons of national colors; at one end a large locomotive headlight furnished illumination, while at the other were the letters "B. of L. F.," worked with evergreens. Suitable mottoes and pictures adorned the walls. In the center of the Rink, at one side, on a raised platform was the Derry String Band, which discoursed music for the dancers. Great credit is due the working committee for their efficient management. Every one present seemed to enjoy themselves and took pride, as an old manipulator of the throttle said, "in giving the boys a good send-off." We wish to return thanks to our worthy round house foreman, J. McClellen, for his kindness in lending us the headlight, also for other courtesies received from him; and to Mr. Harman for use of flag which was hung over our Chart; and to Mr. Nichols for the use of pictures; and last, but not least by any means, to the "dear creatures," the ladies, for their helping hand. What could we do without them—viz., ask Bro. Bridge. Thanking the public at large, we invite you all to our next.

M. T. P.

MAUCH CHUNK, PA., August 16, 1886.

Editors Locomotive Firemen's Magazine:

The members of Lodge 231 of this place, with their wives and friends, took their second annual excursion to Mountain Park, spending the day in tripping the light fantastic and other amusements, furnished at the Park. All report an enjoyable time. Great praise was awarded the committee, who spared no effort towards making it a success, realizing almost \$100 for the benefit of the Lodge. The committee desire to return thanks to all those who assisted them in carrying out their arrangements, especially Division Superintendent Geo. Twining and Train Master D. Ross for special favors.

Committee.

GALVESTON, TEX., Sept. 9, 1886.

Editors Locomotive Firemen's Magazine:

Having been a member of Gulf City Lodge, No. 115, since she received her charter, and seeing nothing lately in the Magazine, if you will allow me space, I thought a few words would not be out of order from this section of the country. Bro. H. L. Briggs, our Master, is a man to be proud of and I hope our members will profit by his example. Our Financier, Bro. Powell, is an energetic and trustworthy man, and whenever met has something to say for the good of our Order. Then comes our Secretary, Bro. J. Kil-leen, who is continually after the boys and improving every moment in the interest of our cause. Our Lodge is now in a flourishing condition, due to the able management of our officers, and all our members are taking considerable interest in the Brotherhood. Bro. Powell, the boys will not be hard on you; all they ask for is cigars. With best wishes for the success of the Brotherhood, I remain,

Tallow Pot.

FORT SCOTT, KAN., August 10, 1886.

Editors Locomotive Firemen's Magazine:

As a member of our beloved Order, I feel very proud of the progressive spirit everywhere made manifest by the almost magical increase in membership, and the constantly increasing number of Lodges. I hope Bro. Hannahan will make it a point to visit us, if ever called so close as Parsons again. We are on a solid basis financially, and you may rest assured that as a whole our boys are up and doing. Our Financier, Herb Wright, is always at the post of duty: the boys reach for their pocket books as soon as they see him coming. Our worthy Secretary takes a trip to Chicago very often lately. Dame rumor says he has a fair one there who will come back with him next time he goes.

I hear it said the fireman of the 12 spot is contemplating matrimony.

Bro. Rundle has stepped over from the left to the right side. We wish him good luck.

Bro. Haggart, our worthy Master, brings the boys to meeting on the double quick system. Bro. Lamb-ton had to go down on the Peavine just after getting married. We all wish their path through life may be smooth and their sorrows few. Bro. G. K. Bates is running the switch engine. He was promoted from hostler to that position not long ago. G. K. how is it they have to put an extra man to give signals when switching across Wall street?

Cherokee.

BARSTOW, CAL., September 24, 1886.

Editors Locomotive Firemen's Magazine:

Having a little leisure time, I will give the readers of the Magazine a few words regarding our Brotherhood and Silver Mountain Lodge No. 327. Much has been said and written of the splendid mission of our Brotherhood of Locomotive Firemen, but half has not been told, and I sigh for the ability to add new lustre to the theme. How the heart of every true member should swell with pride when he contemplates that he is a part of this noble Order, which has for its mission the protection of those who are near and dear to him. We watch with ever-increasing interest the advancing steps of our Order, and when a new Lodge is added to the roll we congratulate ourselves upon the acquisition. I have the honor of being a member of Silver Mountain Lodge, and to-day we have enrolled twelve faithful and energetic members who are every ready to build up their Lodge and serve the interests of the Order. They thoroughly understand the purpose of our Order, and believing as they do that we cannot hope to achieve success without working for it, they are never idle when an opportunity presents itself to push forward the good work in which we are engaged. We were organized in July with but eight charter members, but we are fortunate in choosing a leader who has proven himself equal to the responsibilities of his position, and we look forward to the time, with pleasure, when we shall have a standing unexcelled by any Lodge in the Order. Bro. R. V. Dodge, of San Diego Lodge No. 90, organized our Lodge. We were highly pleased with his visit and feel satisfied that good results will come from it, as he infused new life in us and gave us valuable instruction. Bro. Alex. W. Mero is our Master and Financier for the coming year. Alex. is the father of our Lodge and one of the hardest workers in the Order. Then comes Harry Brown, our Vice Master, who can be found about the Lodge room getting the boys together on meeting day. Bro. A. P. Riggs keeps a correct record of the meetings. He is also a first-class penman. Bro. C. E. Higgins, who is at present rusticiating in the mountains of New Mexico, is our Magazine Agent. He is a good canvasser and also a great talker, especially among the ladies. Bro. H. Brown is running the 17 on the A. & P. between Barstow and Mojave, and Bro. J. Husher handles the scoop. Bro. Mero is running the C. S. switch engine and Joe Eaton the A. & P. switch engine. Joe says he don't like to switch air ahead. Bro. Wm. Cordingly is hostler No. 1 at the Needles; Bros. M. Sauer and A. P. Riggs are firing passenger. Bro. R. R. Moore, alias the "Dude," and J. M. Griffith are firing freight engines, and Bro. J. B. Hayes is chief engineer of the Barstow water works. I am glad to see our Magazine keeping steadily to the front. It is now recognized as one of the most able exponents of labor, and I hope it may have a bright and prosperous future.

D.

COL. M. W. GLENN, who made himself so popular with the boys at Minneapolis, fired an engine on the Little Miami railroad, in Ohio, in the sixties. Col. Glenn is now proprietor of the Minneapolis Boiler Works, the most extensive in the State. This is the record of a self-made, as well as a generous and noble-natured man.

RICHMOND, VA., July 28, 1886.

Editors Locomotive Firemen's Magazine:

We are frequently reminded by example that it is never too late to do good, and so I thought I would drop a few interesting features onto the Editor's table or into the waste basket, as he may deem best. I will first give you an account of the grand excursion from this place, July 28, to Old Point, by way of Newport News, on the C. & O. R. R., given under the auspices of Lee Lodge, No. 275. The day was cool and pleasant and the boys had gathered at the depot, bright and early, having donned white initialed caps, (B. of L. F.) as ticket agents, quite different in appearance from every day skilled mechanical tools, viz.: pick, bar and scoop. At 9 a. m. the band began playing "Leaving for the Shore," the heroes of the scoop shouted "All aboard for Old Point and Newport News," and in an instant the little plucky Danforth, 104, started with well-filled coaches. Arriving at Williamsburg, one of the oldest Virginian towns, to our surprise many friends had gathered to join the excursion. On arriving at Newport News some of our friends left us and spent the day pleasantly, boating, bathing and fishing. After a delightful journey we arrived at Old Point, and the day was spent in visiting the Soldiers' Home, in the evening enjoying the dress parade and band of music. We are indebted to Gen. W. C. Wickham, second President of the C. & O. R. R., for the use of his beautiful Casino for a dancing hall. The young people tripped the light fantastic until 2:30 p. m. when they started for the Warwick, where a sumptuous feast awaited them, to which all did ample justice. We extend our thanks to Bro. C. W. Jenkinson and lady for the management of our lunch counter. At 7:00 p. m., a cry of "Halt! All aboard for home," with a response from the band of "Home, Sweet Home," and families, young men and sweethearts, turned their weary footsteps to the homeward train, and will long remember the first annual excursion to the sea shore, given by Lee Lodge No. 275.

Extension Front.

For the Magazine:

TO MY WIFE.

I care not for the rising storm,
I do not heed the cold,
Nor listen to the angry wind
That roars around the world;
I only know my journey's o'er.
For just ahead I see
The light that tells my little wife
Is waiting there for me.

My gentle wife! my darling wife!
My soul's own joy and pride!
Ten thousand blessings on the day
When you became my bride.
I've never known a weary hour
Since I have held your hand—
I would not change my wordly lot
For any in the land.

Oh! sweetly from her loving lips
The blissful welcome falls;
There is no happiness for me
Outside our humble walls.
Oh! sad indeed would be my heart,
And dark the world would be,
If not for this dear little wife
That ever waits for me.

A Fireman.

LA FAYETTE, IND.

A GOOD BYE.

Farewell! how soon unmeasured distance rolls
 Its leaden clouds between our parted souls!
 How little to each other now are we—
 And once how much I dreamed we two might be!
 I, who now stand with eyes undimmed and dry,

To say good bye.

To say good bye to all sweet memories,
 Good bye to tender questions, soft replies;
 Goodbye to hope, farewell to dreaming too;
 Good bye to all things dear, good bye to you,
 Without a tear, a prayer, a sigh—
 Our last good bye.

I had no chains to bind you with at all,
 No grace to charm, no beauty to enthrall,
 No power to hold your eyes with mine and make
 Your heart on fire, with longing for my sake;
 Till all the yearning passed into one cry;
 It would have been, had I been you—you I.
 But now—good bye.

VICKSBURG, MISS., Sept. 14, 1886.

Editors Locomotive Firemen's Magazine:

Man is to be estimated, not by his hoards of gold, not by the simple or temporary influence he may exert, but by his principles, relative both to character and religion—strike out these and what is he? A brute without a virtue; a savage without a sympathy. Take them away, and his manhood is gone; a cloud of sin hangs darkly on his brow. A man cannot be justified in deceiving, misleading or over-reaching; one of the most painful feelings a heart can know is to learn the unworthiness of one who has hitherto shared your good opinion and protection. "As ye sow, so shall ye also reap." The most deceitful are most suspecting; guilt is always wretched and misery is wedded to guilt. A friend should be one in whom we can confide and whose opinion we can value at once for its sincerity. There are a thousand afflictions in this world, but nothing can be compared to dishonesty; he who is trusted with the charge of a treasury should be equal to the trust. An one who has betrayed the confidence reposed in him, look into the face of those whom he has formerly recognized as friends? Oh! what a change comes over him? Does his mind haunt him; do his evil ways smite him? As he goes to the home he has darkened with his dishonest ways, to that wife who calls him husband; to that child who calls him father, can he look upon them with a smile? "Verily, the way of the transgressor is hard."

A Member of 278.

TRURO, N. S., Sept. 13, 1886.

Editors Locomotive Firemen's Magazine:

As the members of No. 171 are reticent I will make an attempt to write a few lines and perhaps some of the brighter minds will awaken. We have good Brotherhood men here and our Lodge is in excellent condition financially. Several of our members have taken unto themselves life partners—may they have smooth sailing through life. Bro. White is a successful Financier, and makes the boys come up with their dues. Times are rather dull at present, but we expect they will improve ere long. Hoping that some other brother will let us hear from him,

Mogul.

SALT LAKE CITY, UTAH, Sept. 16, 1886.

Editors Locomotive Firemen's Magazine:

The following is copied from the Salt Lake Tribune of a recent date:

Frank Balerski, aged twenty-three, the fireman of Engine 21, which turned upside down Friday at the Jordan Narrows, on the D. & R. G. W. line, is a brave man. The engine was twenty-five minutes ahead of the south-bound passenger train, and although Balerski was internally injured by being thrown about the cab and really unable to walk, he managed to crawl out to the tender, find a red flag and then crawl up around the curve one hundred yards, to flag the passenger train of eight cars filled with people. Then Balerski crawled back again and with an axe freed Engineer W. C. Barker, who was imprisoned by a steam pipe jammed across his legs. As Barker could not walk, this brave fireman, fearing lest the red flag might not be far enough out, started to creep back again to carry it further when his strength gave out and he fell helpless on the track. But the engineer of the passenger saw the signal and stopped. It was just in time as the track ahead was all torn up, and but for this heroic fireman the whole train with its living load would have plunged into the river. Balerski ran into a washout two years ago when his engineer, James C. McCabe, was killed at Thistle Creek. Both men are progressing favorably at their homes.

Frank Balerski is a Brotherhood Fireman, a member of Salt Lake Lodge, and is a faithful worker.

Brother Balerski was at our last meeting for the first time since he met with the accident. Everybody was pleased to see him in the lodge room, although he has not entirely recovered from the injuries which he received in the frightful accident which occurred on the D. & R. G. W. line on July the 23d last.

F. J. B.

RAWLINS, WYOMING, Sept. 13, 1886.

Editors Locomotive Firemen's Magazine:

Being a member of Summit Lodge, No. 87, for nearly four years, during which time I have never seen anything in the Magazine from that Lodge, I thought I would make a venture for the first time, with a view of encouraging others that are more capable of writing.

Our Lodge is in excellent working order, with about twenty-five active members. Bro. Measures is our Master, with Bro. Chute as Vice. They are both hard workers for the good of our Order.

Bro. G. Jordan is serving his second term as Financier. He is undoubtedly a credit to our Lodge; all his leisure hours are devoted to the interests of the Lodge. After pay day he can be seen going around after the boys, which is sufficient proof of the faithful performance of George's duties.

Our worthy Past Master, T. F. Croake, pulls the throttle on the 1254, with Bro. Burt on the left, acting as fuel agent. Bro. Ross now resides on the left of the 939. He says she is a bird down hill. He intends staying on her until he is ordered to the right side. Promotion is very slow at present, but he says he will live in hopes. We wish Bro. R. a speedy removal.

Bro. McEntee has been on the O. S. L. for the past three months, on the 951. He says he likes the country first-rate.

I would like to say a few words about some more of the boys, but fearing that it would take up too much space in the crowded columns of the Magazine, I will close.

A Member.

MINNEAPOLIS, MINN., Oct. 5, 1886.

Editors Locomotive Firemen's Magazine:

I would like to say a few words through the Magazine in regard to the late Convention held in our city, and in behalf of the Lodges here, to thank the members of the Lodges in this vicinity for the help they gave us at a time when most of all we needed help, and to say that this Convention surpassed our greatest expectations, both in harmony and the amount of work performed. And now I will just mention one or two little incidents that occurred while the Convention was in session. As you all know, we gave every one a chance to work if they were willing, so one of the brothers came from that little town up the river about one hundred miles or so, Brainerd, I believe, is the name, and as he said he had served in the late war as a cavalryman, we thought he would be a pretty good Marshal, and as he said he could not walk we procured a horse for him. All went well until the procession got ready to move, and then lo! and behold, Brother B—'s horse was headed the wrong way, and turn he wouldn't—he would not budge a step. All the brothers were waiting for Brother B—s to exhibit his horsemanship, but the animal was as stationary as if carved of stone. All efforts to move him were tried in vain, then some one suggested that Brother B—s turn around in the saddle and ride the other way, but that also failed. Then Brother B—s' patience failed, and those nearest him were shocked to hear him say: "Damn you, if I had you on a turntable I would turn you around." Then Brother B—s dismounted, when one of the other boys mounted the horse and he moved off as if nothing had happened. Brother B—s has our sympathy, but he is not the only one who ever "got left," as the old saying goes, for there was another, and I think he might know better, for he has been pretty near a city for a number of years. He is from down the river from a little town. I believe they call it St. Paul, and of course when he came he went to the "West." Well, I do not know whether St. Paul has very good cheese or Minneapolis very poor butter, but, as you all know, at the "West" the butter was served in small squares, and Brother L— was eating those at an immense rate and telling the boys at the table what good cheese it was. I think after this some of the boys will find out that there is much to learn, even for firemen. Messrs. Editors, as I am not much of a writer, I will close, or I am afraid I will make you weary. Yours fraternally,

Half Dime.

MONCTON, N. B., August 22, 1886.

Editors Locomotive Firemen's Magazine:

As my maiden effort, which appeared in the June number, was not consigned to a grave in the waste basket, I thought I would try again, and let our friends know that Glad Tidings Lodge is still in the ascendant. At our late election of officers a complete change was made, with the exception of Bro. Coggan, our Financier, who was retained by a majority that took his breath away so completely that he could not make the speech to the Lodge usual on such occasions. Bro. Coggan still holds down the left side of the switcher 18, in the east end of the

yard. Bro. McHugh handles the same machine in the west end at night, and gives general satisfaction. We are sorry to hear of a painful accident that happened Bro. John Stewart. He was running the 103 on an extra, and about a mile west of Belldale, on the Northern Division, the plug blew out of the blow-off cock, and the steam and water came up under the cab with such force as to severely scald Bro. Stewart. He could have escaped at the risk of burning his engine, but bravely entered the cab to drown the fire. He will be laid up a month by his misfortune. He has the sympathy of the Lodge during his suffering, and their wishes also that he will soon be able to return to duty. Bro. Hayward keeps the gas on the 53 for old Jack Gilfillian, who is a B. L. E. man every time. The B. L. E. has a large membership on the I. C. R.; they are men of the right stamp and are all well-wishers of the B. of L. F. Blonde Harry will live and die on the 49, slinging nuggets for Andy Davy; he says he likes it so well he will never leave it. Bro. Hunter is getting the life shook out of him on the 126, but as long as he gets to Moncton in the evenings he don't care. A new paper has been started in this town, called the *Locomotive*, published in the interest of railroad men, by a young man named Bruce MacDougall. It is a bright, new sheet and stands up for the right every time. We wish it success. Hoping this will pass muster, I remain,

Pictou Nugget.

PARSONS, KANSAS, Sept. 11, 1886.

Editors Locomotive Firemen's Magazine:

Having been called to this city, through the agency of an overturned engine, I only wish, in the few lines offered, to speak of the changes which have been effected during my absence in Salina, doing construction work on a branch of the Mo. P. R. R. In the first place, for Bro. Miller and myself, I will state that a portion of the time we were right royally entertained by the citizens of Salina, or a part of them. These few were so anxious for the whole county to take care of us, that the State interposed an objection to such lavishness, and we were thrown again upon the charities of a cold and unfriendly world. Not having been able to attend Lodge meeting for several months, and knowing nothing of transpiring events, from a desire to learn whether or not No. 21 was still radiant as the sunshine, I entered the Lodge room last Wednesday and without inquiry I learned the source of the happiness which was to be seen plainly upon the countenances of the members present. Merit has its own reward, and certainly rewards have been granted to the meritorious, as several of our members have been promoted to the right-hand side, viz: Bros. A. P. Fraker, Jas. Emery, John Beaumont, and Fred Loucks. These are all young men of ability, and the writer knows that they will be first-class, not fourth-class engineers, and an ornament to the heroes of the throttle, and faithful servants to the company.

No matter how dark the clouds may appear, a light may be seen, and instead of becoming impatient, and assuming all the hideous shapes of a contortionist, we must remember that night comes before the day, when the warm sunshine puts life into those who have been in a lethargic state. I

very well know that some of us have been taking a Rip Van Winkle sleep, and upon assuming our bearings have thought we were a poor, down-trodden seed of the earth, nobody caring for us or we caring for them, but when the light appears we are not in so forlorn a condition as we supposed, and are endowed with a desire for further wakefulness. I extend to the promoted brothers my heartiest wishes for their success, and will only ask that they put in a few fires while going up a long hill, as I want to go back to the caboose for a drink of water.

A change of Master Mechanics took place during my absence, Mr. T. W. Newell having resigned, and Mr. Wm. O'Herin having been appointed. Personally well acquainted with Mr. O'Herin, we know him to be a gentleman of rare business ability, and in his present official position the company will have a trusted officer, and the employes an intelligent Master Mechanic.

Before bringing this short letter to a close, I will hope that the Convention has kept up its reputation for doing right, by again electing our Grand Officers. Not one word can be said against our officers, and it certainly behooves the Brotherhood of Locomotive Firemen to again have the same names at the mainmast of our gallantship. With an earnest prayer for the further progress of our Order, and a friendly hand to all working men, I am,

Cea Tea Pea.

FREEPORT, ILL., Oct. 1, 1886.

Editors Locomotive Firemen's Magazine:

The following account of a "narrow escape," from the *Freeport Bulletin*, may be of some interest to our readers. Among the heroes will be noticed the names of Bros. George Mills and Harry Stow, of No. 137. The account is exceedingly interesting, as will be seen in the following:

A party of Freeporters who make regulars runs on this division of the St. Paul road had an exciting experience the other day on the Mississippi river. Having a little time at Albany, below Savanna toward Rock Island, they were looking about to find something by which they could amuse themselves. As they approached the shore of the river, so the story goes, they espied afloat one of those "double barreled" affairs known as a catamaran. This strange looking craft was soon loosened from the dock and boarded by the land lubbers for a sail on the "Father of waters." The crew consisted of Conductor Thomas Osborne, Fireman Harry Stow, Engineer George Mills, and a couple of brakemen. All went well until they gained the middle of the river. They were going like the wind, with Fireman Stow holding the tiller, while Captain Osborne was trying to reef the mainsail. At the same time the captain was excitedly giving orders to Engineer Mills and the rest of the crew who were stowed away on the port side as ballast to keep the craft from tipping over. As a perilous fate, a shipwreck, seemed to be staring them in the face, the captain and his crew determined, if possible, to get back to the good old Illinois shore. In the meantime the captain ordered his men to strap on their life preservers, and Stow to port his helm. The situation grows more perilous. Stow takes what he fears will be a farewell look at Illinois, and then hard over goes the helm. The old craft trembles from stem to stern as it never did before, while the captain and crew stare at each other as though they fear a Charleston earthquake is upon them. Another instant the craft takes a sudden lurch and is capsized. As to how many fathoms under the surface the men went will never be known, for when the boat righted up and they came to again, Captain Osborne, gasping for breath, was far up the

main mast, while the rest of the crew, except Helmsman Stow, were close behind him. In some manner Stow had disconnected the tiller, and floating rapidly down stream was clinging to it for dear life.

The sad plight of these young men was witnessed from shore by a party of friends, who came to their rescue and took them in row boats back to dry land once more, pretty thoroughly exhausted but still alive. The ill-fated catamaran was made fast to a ferry boat and towed ashore. No one in particular seems to have been responsible for the accident, as the crew did their best to obey orders and the captain could not well have been wrong, you know. Certain it is that these young men will never again try to find anything that for speed can beat the St. Paul railroad train. While "sailing over the blue" is very nice, they all prefer dry land.

Freeport.

ESCANABA, MICH., Oct. 15, 1886.

Editors Locomotive Firemen's Magazine:

At a meeting of Mineral King Lodge No. 129, held September 26, after the regular order of business had been disposed of, an alarm was heard at the door, and upon opening, Mrs. R. E. Gorham (who was honored with that name only a few weeks ago) entered the Lodge room and in behalf of herself and Bro. Gorham, our worthy Master, presented the Lodge with an elegant photograph of the Delegates and ladies attending the Thirteenth Annual Convention held at Minneapolis. The photograph was accepted with the hearty thanks of the Lodge, of which a copy was ordered spread upon record. Our members are immensely pleased with the picture, and especially because it is the gift of Bro. Gorham and his estimable wife, and all unite in wishing them a full share of the good things of life.

Yours fraternally,

Thos. Foulkes.

LOS ANGELES, CAL., Oct. 12, 1886.

Editors Locomotive Firemen's Magazine:

I wish some of the members of Orange Grove Lodge would write for the Magazine. We have good material here and we ought to hear from them. Our Lodge is progressing slowly but surely; we average two new members a month and the older members have awakened and are taking interest in our meetings. Bro. Bishop, our delegate, has returned with a good report of what he heard and saw while attending Convention. All the boys are busy on the road and a number of them have been promoted. We have met with a severe loss in the death of Bro. Davis. Bro. Shepardson has the sympathy of the entire Lodge in the loss of his child, which met with a sudden death, being tramped upon by a horse. Bro. Oman, who was injured some time ago, is improving, and we hope to see him around soon. All the rest of our members are enjoying good health and are anxiously looking forward to Thanksgiving Eve, when we hold our annual ball. Bro. Moser, our Master, is absent most of the time and Bro. Lawton fills his position gracefully. We have had quite a number of visitors from sister Lodges, lately, and we are always glad to welcome strangers who happen to be in the "City of the Angels." Even if we are at the extreme western limit, we think of our brothers in the cold east and north; so come and see us when you can. With best wishes to our noble Order, I remain,

Cross Head.

Personal.

A BOUNCING boy has been added to the happy family of Bro. W. E. Brooker, of Avon Lodge, No. 38.

AARON E. MARSHALL, one of No. 16's popular members, rejoices over the arrival of a little girl at his home.

THE members of No. 38 sympathize with Bros. F. N. Miller and T. E. Caulfield in their recent sad bereavement.

TWO HAPPY fathers, Bros. W. E. Brooker and John Graham, of Avon Lodge, No. 38. Cause—arrival of bouncing boys.

Bros. Hartman and Young, of No. 310, are taking Horace Greeley's advice, "Go west, young man, go west"—only on a pleasure trip.

A. MERO, of No. 327, wields the gavel with dignity. Bro. Cordingly is a model father, and thoroughly understands how to hold the baby.

WE notice the smiling countenance of Bro. Bridge, of No. 310, on the streets once more. He has been on the sick list for the past few weeks.

W. F. BRUNDAGE, of 77, visited Salt Lake in the interest of his health and returned greatly improved. He reports the boys of 178 splendid fellows.

J. G. NASH, who presides over No. 83 so ably, is now running a switch engine at Harrold, in the Pan Handle of Texas, and meeting with marked success.

GRAND Instructor Hannahan reports a cordial reception and a good time at Philadelphia. He says the men there are broad-gauge and abreast of the times.

BRO. and Mrs. Eugene Browning, of Bloomington, Ills., recently celebrated the fifth anniversary of their marriage. May they live in health to celebrate their golden wedding.

JOHN TATAM, of No. 82, was lately married to Miss Ruth Johnston, a most popular lady of Minneapolis. All the members heartily wish them abundant prosperity and joy.

R. J. IRWIN, of No. 38, thinks it advisable to secure a nice, comfortable house before the snow falls, and Bro. John Jones has gone west, but says he will return consolidated as a marine.

WE have had the pleasure of a visit from Bro. J. D. Myers, of No. 75. Bro. Myers is one of our live and wide-awake workers and we shall always be glad to have him look in on us.

C. J. BRANTNER, Financier of No. 298, of St. Louis, paid us a short visit the other day. Bro. B. reports his Lodge in good condition, with very encouraging prospects for the future.

JOE B. CASH spent an hour with us on his return from the convention. Joe was very restless, however, and eager to get home. We surmise that a pair of very bright eyes were looking for him.

ONE of our members from New York writes: There has been an increase in the families of Bros. W. J. McCall and Ed Chambers and the prospect for our worthy Past Master joining the army of benedicts are very bright. We wish them all health and joy.

WE are directed by Grand Instructor Hannahan to return cordial thanks to the members of Lodges Nos. 3, 60, 75 and 293 for efficient services rendered at the institution of the twin Lodges at Philadelphia, on October 3d. Two Lodges organized at the same place and on the same day is not a common occurrence. It was an eventful day to all who were present.

At Huntington, West Va., on October 3d, Mrs. Bernard Hagan departed this life, after a long and painful illness. The members of No. 214 express their deepest sympathy to Bro. Hagan, in his sad bereavement.

THE death of Alice Mary, daughter of Bro. Thos. and Margaret Eagan, of Watertown, N. Y., is announced. Bro. Eagan is an honored member of No. 212, and has the sympathy of his fellow-members and the entire community.

THE Secretary of No. 281 informs us that Bro. Bellaire, the one-fingered "Tramp," visited New Albany recently and attended a meeting of the Lodge. He imparted much valuable information, and his visit was enjoyed by all.

SAM QUACKENBUSH, formerly of Meadville, Pa., is now running out of San Francisco, on the Southern Pacific. His many friends will be glad to learn that he has a first-class engine, an excellent run and is drawing broad-gauge pay.

CHAS. HUGO and Miss Emma Hamilton were married at Rushville, Ind., on September 20th. Mr. Hugo is a brother of Wm. Hugo and is well known at Indianapolis as a genial young gentleman. The happy couple has our hearty congratulations.

B. F. MERTON KEFFER, of Philadelphia, one of our most brilliant young members has been placed at the head of Fairmount Lodge, No. 331. Charles H. Maul, who is well experienced in such duties, has been elected Financier. The success of Fairmount Lodge is established, beyond doubt.

THE marriage of Bro. D. J. Dawzy, of Pacific Lodge, No. 173, formerly of Stratford, to Miss Annie Kennedy, was solemnized at Dublin, Ont., a short time ago. Mr. and Mrs. Dawzy will reside at Winslow, Arizona. The members of No. 38 wish them a happy and prosperous journey through life.

At Philadelphia, on October 3d, Grand Organizer, Hannahan, instituted two additional Lodges, viz: Fairmount, No. 333, and Ellsworth, No. 334. Bro. Hannahan informs us that these Lodges are officered by first-class men and that they start out under the most brilliant auspices. We now have six Lodges in Philadelphia, all doing well. The city of Brotherly Love is truly a Brotherhood city.

EUGENE LIST, of No. 275, speaks in glorious terms of the late excursion of that Lodge. He says that every one had a most delightful time and that every thing passed off pleasantly. The boys are under many obligations to Bro. Wm. Clows and his brother for valuable service rendered. The latter is not a member of the Order, but his heart is with the boys. Continued success be with the members of 275.

OUR esteemed brother, Joseph H. Bice, of Marquette, Mich., who will be remembered by all who were at Minneapolis as the representative of his Lodge, was married October 21st, to Miss Vinnie Prince, of Houghton, Mich., a most estimable young lady of that place. Bro. Bice is a sterling young man and an excellent member of our Order and fully deserves what we wish him—long life and unalloyed happiness to himself and his chosen companion.

HARRY ABBOTT, who is so well and favorably known to the members of our Order, was united in marriage to Miss Ellen Warburton, of Lancashire, England, October 2d. Brother Abbott has been for years an untiring worker in our cause, especially for his Lodge, Sprague No. 133, and we but voice the sentiment of his numerous friends when we extend our heartiest congratulations upon the happy event above recorded. We are pleased to note also that Brother Abbott has been promoted in his calling, and is now enthroned upon the right hand side of his engine. In this instance it is particularly true that merit has been rewarded. There is no member of our Order more deserving of success and happiness than Brother Abbott.

Union Meeting.

GALESBURG, ILL.

The first union meeting of the season was held at Galesburg, Ill., Saturday, October 2, under the auspices of Progress Lodge No. 105. For a long time the members were actively engaged in making the preparations, and when the day for the meeting arrived all was in readiness for the grand time that was so eagerly anticipated upon every hand. Owing to the rush of business on most of the roads centering at Galesburg, the attendance was not so large as was expected, but still a goodly number of visitors were present and the gathering was by no means small in its proportions.

We arrived at Galesburg on the early train on Saturday morning via the C., B. & Q. from Peoria, being accompanied by Grand Master Wilkinson and wife, of the Brotherhood of Railroad Brakemen; Bros. G. C. Watt, Theo. Bush and other members of W. F. Hynes Lodge No. 48. We were met at the depot by a committee consisting of nearly all the platform would hold, all wreathed in smiles and reaching for our "grips" with both hands. We were driven to the Brown Hotel and registered, from there we were shown about the city.

The first place visited was the Grand Office of the Brotherhood of Railroad Brakemen, which is located at Galesburg. We found Mr. Ed. F. O'Shea, the genial Grand Secretary and Treasurer up to his eyes in work, preparing for their Third Annual Convention to be held at San Antonio, Texas, beginning October 18, which at this time promises to be an overwhelming success. Mr. O'Shea is ably assisted by Messrs. Morrissey, Sheehan and O'Shea, three young gentlemen whom it is a pleasure to know. The Brotherhood of Brakemen may feel proud of their Grand Office, it is a model of its kind, well managed, systematic and thoroughly up with the times.

At 2 o'clock the afternoon session was called to order, Grand Master Sargent in the chair. The new work, adopted at Minneapolis, was exemplified and other routine business was transacted. The large and elegant hall was well filled and a most interesting and profitable meeting was held. Grand Master Sargent delivered a most able and exhaustive address on the good of the Order, reviewing the work of the Convention and other topics of interest, closing with an earnest appeal to the members to do their full duty the coming year.

The open meeting held in the evening was a decided success.

The following was the programme for the evening:
 Call to Order Col. Clark E. Carr, Chairman
 Invocation Rev. A. R. Thain
 Music "Lead On"
 Address—"Welcome" Mayor Foote
 Music "Trip to Africa"
 Address Grand Master F. P. Sargent
 Address Grand Master Wilkinson, B. of R. B.
 Music "Carliotta Waltz"
 Address Hon. N. E. Worthington
 Address M. J. Dougherty
 Music "Coachman Polka"
 Address G. S. and T. E. F. O'Shea, B. of R. B.
 Address Rev. A. R. Thain
 Address Grand Secretary and Treasurer E. V. Debs
 Music "Forget Me Not Waltz"
 Benediction Rev. A. R. Thain
 Music A. G. Miller's Orchestra

The Galesburg Republican-Register reported the meeting as follows:

The open session of the union meeting of the B. of L. F. of America was held in the Opera House in the evening. The members of the Brotherhood occupied the middle rows of seats. The large auditorium was well filled, many standing up. The meeting was called to order by Hon. Clark E. Carr, Chairman, who was accorded applause as he came forward. The speakers of the evening were seated upon the platform. Among them were Grand Master F. P. Sargent, B. of L. F., and Grand Master Wilkinson, B. of R. B. Both are substantial, sturdy and practical looking men, men of good habits, sound health, strong nerves. When Col. Carr was introduced by Mr. Thos. Green, of Progress Lodge, he began by saying that he had supposed some member of the

Brotherhood would be called on to preside, but when he had received the kind invitation to act as Chairman, he had replied that he would preside, do anything, stand on his head for the Brotherhood. He then compared the special car tendered Gen. Sheridan in the ride from Washington to Creston to the clumsy chariot accommodations which would have been accorded Alexander, Hannibal or Caesar himself. Other illustrations were cited to show the remarkable and swift transitions from point to point that one could make by means of railroad facilities. A picture of a family riding on a train was then presented. The members are happy and unconcerned as the train dashes swiftly across plains; through tunnels, over rivers, climbs the mountains, and creeps along the edge of precipices. But clear up there on the locomotive there are anxious ones, constantly on the lookout, examining every rail, almost every tie, every curve, every cattle-guard and crossing. I came through from New York to Chicago on the first west-bound fast mail. When we reached a point in Ohio the engineer came into our car, remarking to the Superintendent, "I don't believe I can make it." "But you must make it. We must get into Chicago on time." The engineer returned to his post. The trip proved a success. The engine pulled into the Lake Shore depot on time. As we stepped out we saw a man lying to one side. It was the engineer. They said that he was dead. The awful tension and strain had been too much for him. I afterward returned, and to my unspeakable relief ascertained that he was still living. If there is any man on earth whom I respect it is the locomotive engineer. [Applause.] He goes like a soldier to battle, knowing no fear, no danger. Col. Carr then paid a high compliment to the fireman, the associate of the engineer in all these perils and dangers, making travel and commerce safe, and closed by bespeaking for those who took part in the programme the interested attention of all.

After prayer by Rev. A. R. Thain, and a selection by Miller's Orchestra, Mayor Foote read an address of welcome, gracefully written and cordial in sentiment. He contended that the labors and responsibilities of the firemen are too little appreciated by the public, and that their heroic self-abnegation in facing danger, suffering and death, entitles them to admiration and respect. Their record is a fair and honorable one. A most hearty welcome was then accorded the visitors.

Mr. Thomas Green then read letters of regret from from Governor Oglesby and General Post, who had been invited to participate. General Post's absence was due to prior engagement.

After another selection of music, Grand Master F. P. Sargent was introduced. As he came forward he was cheered. The address was largely devoted to explaining the objects and principles of the organization. It was founded in Port Jervis, N. Y., December 1, 1873, by eleven men, and from that humble beginning has grown to 350 Lodges, containing 17,000 members. During the time since its organization the Brotherhood has paid out \$750,000 in benefits to its members and their families. The motto of the Brotherhood is "Benevolence, Sobriety and Industry." Mr. Sargent spoke at length on all three of these. Of sobriety, he said:

"Again, this Brotherhood teaches its members sobriety. Realizing how essential it is that locomotives should be manned with sober men, the Brotherhood has placed in its platform this plank, and when a candidate enters our Order the great principle of sobriety is taught him in such a manner as to leave a lasting impression upon his mind. We believe that sobriety is one of our safeguards, that to leave out that principle of our Order would prove detrimental to the interests of all classes of society, and as one of our objects is to better the condition of all railroad men by good example, we continue to urge upon our members the necessity of being sober men."

He then continued: "The Brotherhood of Locomotive Firemen asks nothing that is not just; we do not want one penny more than we rightfully earn; we believe that our calling is one that should command good wages for faithful service, and we desire also that all our members shall render such service. We recognize the fact that our employer has certa

rights that we, as employees, are bound to respect, and it is never our purpose to antagonize. Justice is our motto; justice not only to ourselves, but to our employer. I believe that if organizations of labor keep in mind that great principle, and are offered by men that are conservative, that are willing to look at both sides of a question and settle on a basis of equal justice to both employer and employee, and when the employer will be willing to treat his employee with that spirit of fairness which is due all faithful workmen, recognizing in them men of intelligence, capable of knowing right from wrong, that strikes and strife will seldom come, and if they do, it will be when every well-thinking man that has the true principle of manhood will endorse the organization struggling for its rights."

The address was frequently interrupted by applause.

Grand Master Wilkinson, of the Brotherhood of Railroad Brakemen, the next speaker, said that his organization was founded on the same principles, Benevolence, Sobriety and Industry. The speaker gave expression to the sentiment that brakemen ought to be moral for the respect which they owe to their mothers. [Applause.] He then explained the manner in which the Brotherhood is carrying out the thought contained in its motto. It is not only taking care of those who have been deprived of support by accident, but is also carrying on a grand educational work. Reference was made to the subject of sobriety at length, and to the noble work which the organization is effecting in this direction. Drink was declared an enemy to the workingman. In closing, Mr. Wilkinson wished all labor organizations God-speed, and desired for his own that recognition and encouragement to which it is justly entitled.

Hon. N. E. Worthington, of Peoria, was the next speaker. A warm greeting was accorded him. After an interesting description of the rise of labor organization out of the ancient guilds, Mr. Worthington entered into an elaborate discussion of the subject of the unequal distribution of wealth and treated the subject ably and eloquently. The address is the same in substance as that which he delivered before the Electors of Labor in Peoria lately, has been generally printed and is now being distributed as a campaign document, so that it hardly seems necessary to reproduce it here. The wrecking of railroads under the protection of law, the excessive charges for travel and transportation, the monopolies created by letters patent and legislation affecting currency were cited as the agencies most potent in causing an unequal distribution of wealth. The address was given close attention, and was masterly.

This was followed by some pleasing remarks by Postmaster M. J. Dougherty, who recognized the good work the brotherhoods are doing, and paid them a deserved compliment.

In a neat and compact address, Mr. E. F. O'Shea, Grand Secretary and Treasurer of the B. of R. B., next edified the audience. It was a tribute to the excellencies of the B. of L. F. and its good work, and was well received.

Rev. A. R. Thain followed with a humorous, pat talk, in which he made some excellent hits and showed his familiarity with railroad terms.

The music by Miller's Orchestra was excellent, difficult selections being rendered artistically.

The meeting throughout was a success, notwithstanding the great length of the programme.

NOTES.

The audience was a magnificent one.

Galesburg is particularly a railroad city.

J. E. Dempsey is thoroughly wrapped up in the cause.

W. H. Coffey is a true representative of Hawkeye Lodge.

Tom Cosgrove, from Peoria, was an interested spectator.

The Watt Brothers, of Peoria, are all gentlemen of the first order.

Frank Elliott, of Brookfield, has the ring of genuine Brotherhood metal.

Rev. A. R. Thain's sympathies are all with the members of our Order.

The welcome of Mayor Foote was cordial, and the boys felt themselves perfectly at home.

Grand Organizer Hannahan was unable to be there. The boys were all anxious to see him.

Geo. C. Watt, Theo. Bush, John Watt and Thos. Cosgrove made up the Peoria delegation.

E. D. Andrews, now of Livingston, Montana, a member of No. 191, was around shaking hands with the boys.

A. J. Sumner, delegate of No. 105 at Minneapolis, participated in the meeting. He is a splendid fellow and a thorough Brotherhood man.

R. H. Lacey wields the gavel like a veteran. He is all business when in the chair, and the members have profound respect for him.

M. Carroll, Wm. B. Bock and Chas. E. Turner, three of 161's stalwart members, took in the union meeting and seemed pleased with its results.

Geo. C. Watt, who represented No. 48 at Minneapolis so ably, was there with his usual smiling countenance. He takes the rag from the "Bush."

E. C. McClure, D. A. Sherman, J. W. Flickwir and L. R. Heffner, members of No. 122, all splendid fellows and good Brotherhood men, were with us.

Col. Clark E. Carr is a true friend to the men who toil on the rail. His address was polished, eloquent and forcible, and was appreciated by all who heard it.

There are no class of citizens in Galesburg who stand higher in the estimation of the people than the members of our Order. This is certainly to their credit.

Postmaster Dougherty delivered a short but stirring speech, and elicited the warmest applause. We enjoyed exceedingly our short visit at his elegant new Postoffice.

Grand Master Wilkinson, of the Brotherhood of Railroad Brakemen, fully sustained himself and the dignity of his position. He spoke like a philosopher and won the plaudits of all.

Tom Creen is one of the mainstays of the Lodge at Galesburg. He is one of its earliest members, and has always taken an active part in the affairs of the Lodge and the Order generally.

Theo. Bush, the great and only Bush, was there in full bloom. Theo. is a most genial fellow, and we are pleased immensely to learn that he is to be made Chief of the Peoria Fire Department.

The largest delegation in attendance was from Aurora. We noticed the following members at the meeting, viz.: D. C. Wood, John S. Slick, W. D. Snover, Chas. Perdue, C. H. Rang, Wm. Albee, C. N. Thompson and H. Paffenrath.

Ed. F. O'Shea, Grand Secretary of the B. of R. B., made one of the happiest speeches of the evening. Ed. is always ready to do his part on any such occasion. Urbane, gentlemanly and sociable, the more we see of him the better we like him.

We were most elegantly entertained at the pleasant home of Bro. and Mrs. Sam Lowe. A most tempting supper was prepared for our benefit, to which ample justice was done. Many thanks, Sam, your hospitalities still linger pleasantly in our memory.

Hon. N. E. Worthington, who is the present Congressman from the Peoria District, is one of the ablest orators in the State of Illinois. His address was well-timed and contained much valuable food for thought. Mr. Worthington is a great favorite with the boys.

The members of Progress Lodge are a generous, whole-souled set of fellows. We met a great many of them, and regret that we have not the space to call them all by name in returning our thanks for the innumerable favors we received while among them. Prosperity and success be with the boys at Galesburg always.

Brotherhood Fair.

The Railroad Fair given at Indianapolis in September, by Eureka Lodge No. 14, proved to be an immense success. Great credit is due the Committee of Arrangements for the excellent manner in which they performed their duties. The best of order prevailed and every visitor was handsomely entertained. The hall was a perfect fairy land, and thousands visited there nightly to see the palatial ornamentation. The ladies rendered very valuable assistance, and to their efforts is due a large measure of credit for the success of the undertaking. We are pleased to note that more than one thousand dollars was netted to the Lodge. We clip the following report of the affair from the Indianapolis papers, viz.:

Last evening witnessed the opening at Tomlinson's Hall of the first Railroad Fair ever held in Indiana, and from every indication naught but a most successful result can be presaged. The evening was delightful; the hall is beautifully decorated with bunting, simulated evergreen, flags and tinsels. The stalls and booths are arranged around the sides and rear of the hall in graceful proportions and at regular distances, with a pagoda-shaped pavilion in the center, which is a model of symmetry and beauty, and is designated as the Fancy Stand. At 8 o'clock the Whiteland Military Band, conducted by Prof. R. B. Rudy, opened with an overture, after which Mr. William J. Hugo gracefully explained the object of the Fair, and introduced His Excellency the Governor of Indiana, Hon. Isaac P. Gray, who said he was glad to have the honor to aid in welcoming the people of the State to so grand an exhibition by such a worthy organization as the Brotherhood of Locomotive Firemen. A large motto stretches across the rear of the hall with the words "Benevolence, Sobriety and Industry" inscribed in beautiful letters upon it, and Governor Gray referred to its import as the basis of his address. He said that "benevolence" was one of the most God-like elements in the human character, and upon it was based a sure foundation for happiness. In sobriety all benevolence can be found and alone appreciated, and in industry was found the motor power that operates all of the great enterprises of the world, and railroading was not of the least.

Mayor Denny was next introduced to the audience, who supplemented much that the Governor had said, and emphasized the grand thought underlying the basis of the organization and the object of the fair itself.

After the speeches the band discoursed finely, and the informal part of the programme opened. The Committee on Arrangements consist of W. T. Screeas, Ed K. Whitsett, H. C. Randall, E. Landarmy, Joseph Farrel, William Lindeman, William P. McBride, and Mrs. T. W. Brown, the Superintendent of the ladies' departments, which are in turn operated by Mrs. Bion McCoy, Mrs. Charles Miller, Mrs. C. M. Zepp, Mrs. C. L. Clark, Mrs. Mattie Thompson, Mrs. Charles Hamilton, Mrs. C. Hugo, Mrs. W. L. Smith, Mrs. G. W. Miller, Mrs. W. McBride, Mrs. Geo. Robinson, Mrs. Charles Merriman and Miss Anna Harding, Miss Hallie Hyde, Miss Nora Sullivan, Mrs. H. Randall, Mrs. Martha Range, Mrs. Ed Whitsett, Misses Frances and Lillie Kendall, Amelia Crawford, Martha Stulling, Mary Landers, Katie Kelly, Rosa Miller, Mrs. Ernest Landarmy, Misses Tillie and Lizzie Frower, Annie Shover, Katie Steffens, Lizzie Hartman, Laura Hittinger and the Misses Harvey.

Canes, hats, pictures, a beautiful flag, shovels, brooms, a sewing machine, and many beautiful and costly presents are to be voted to the most popular men and women in almost every conceivable line of emulation. D. V. Kyte, the bookkeeper at the Insane Asylum, was the successful winner of a pair of elegant bracelets. All the tickets for this prize were sold at the Asylum. A silken flag which cost \$25 is to be won by the most popular military company of the city. Silver lamps by the most popular brakeman and conductor running into the city. The various political candidates will also receive favors. C. M. Wilson has a beautiful booth, which represents the Railway Lantern Publishing Company, which will also bestow some unique premiums upon lucky winners. The bazars contain almost everything in a bric-a-brac line for sale. William Berterman has a

fine floral display, and also furnishes the floral decorations for the stage and tables. Mrs. J. Collins will take part in the programme of the Fair on Thursday evening, the details of which will be announced.

The second evening of the grand entertainment by the Brotherhood of Locomotive Firemen was more brilliant than the first. The mammoth Tomlinson Hall seemed to have shrunk slightly because of the great crowds surging in and out among the sections and booths. Four thousand tickets were sold before the opening of the Fair, and this number has since been largely added to. The sale of bric-a-brac, statuary, rare and beautiful shells, toilet sets, useful, curious and ornamental articles for wear and home decoration is bringing in the dimes and quarters. The lunch stand was in great demand, and good Mrs. Charlotte Hugo dispensed her favors of coffee and cake right royally. How the brothers crowd around Ed Hugo's cigar stand! and no wonder, because they are sure to get the "grip" at each call, and as each clutch costs but a nickel the "grip" might well be termed a handful. Albert Kendall is termed a "striker," and upon approaching the belligerent individual, lo! he is operating a "striking machine" and a "lung tester," and has but the most peaceable motives in gathering the crowd around him. Among the most noticeable exhibits at the fancy stand is an elegant sofa pillow, donated by Mrs. F. P. Sargent, of Terre Haute; a shovel and fireman's pick, oil painted by Mrs. Elyda Pursell. The scoop of the shovel represents a winter scene, with a locomotive dashing into a snowy valley, and everything white but the iron house which pushes proudly through. This pretty design is destined for the most popular fireman that comes into the city. Bingham & Walk donated an elegant silver cake basket. M. J. Mayer a breakfast castor—a beautiful set, and the mail carrier getting the most votes will win an elegant berry basket. A bible seems somewhat lonesome, but it is a handsome volume and will go to some secret society; and the Bowen & Merrill Company donated an exquisite little silver-cased clock, and many elegant exhibits can be seen at this department, and all are to go to the lucky voter.

Mr. Berterman and his assistant, Clarence Thomas, are constantly busy, the floral display being as fine as last night as at the opening.

C. M. Wilson is doing a good business for the Fair, and so the money-making inventions add something to the accumulating fund.

Miller's Band discoursed its best music and the Indianapolis Light Infantry presented a superb appearance in its drilling. Rounds of applause greeted almost each evolution, and Major Ross received many compliments in behalf of his company. The Rice Zouaves covered themselves all over with glory and very little sawdust by the exhibition of drilling, and Captain Jacob Fox may well feel proud of the boys. The Richardson Zouaves, under command of Captain Charles McCaer, fully sustained their reputation for grace and agility of movement, and an understanding of military work. The most brilliant display of evolutions may perhaps be conceded to the Knights of Pythias, whose drilling was without a flaw. Their Commander, B. A. Richardson, is a model drill officer and worthy the command of so worthy a company. As they came to a final halt the 3,000 people were enthusiastic in their appreciation.

Mr. Harry Overman gave a fine exhibit of Lightning Zouave Drill, which was warmly applauded.

The good time continues for two nights longer. The good people of this city should not let the opportunity go by to see the most attractive display of the season, and thus contribute to one of the grandest enterprises of the State. Three hundred and twenty-eight lodges in Canada, Mexico and the United States have sent their gifts of from \$5 to \$10 each, among which is the Solodad Lodge No. 305, of Mexico, which sent eight Mexican dollars. To-night Mrs. J. E. Collins will recite "Asleep at the Switch," and Mr. P. J. Kelleher will present "John Burns" in recitation, and music and singing will be furnished by a trio of male voices.

Tomlinson Hall was again a scene of gayety last evening, as the Brotherhood and members of Eureka Lodge and their friends and interested citizens be

gan to pour in until, at 9 o'clock, the body of the hall was full.

Among the premiums donated, a solid gilded iron bedstead, the gift of W. H. Messenger, was much noticed. It is the first of the kind ever introduced into the city. It is valued at \$50. Mr. J. W. McDougal, a fireman on the Pan Handle, won a pair of gold-bowed glasses and an initial pin. William Terrill was the lucky winner of a \$50 lantern. The fancy stand is still the centre of attraction, and among the fine exhibits not previously mentioned is a fine brass plaque, oil painted by Miss Lizzie Dugan, the young lady who took first honors at the late commencement at St. John's.

The programme last night was very enjoyable. In the first place, the presence of little people less than a year old, upon the stage reminded the audience that a beautiful baby carriage was to be voted to the most popular baby, and soon the audience surged toward the stage and the infantile audience increased until there were seven to be the recipients of favors. No. 1 was Edna May, a weird little thing with great bright eyes, and just five months old, and sustained the whole of seven pounds weight, clothes and all. Its parents are Edith and Charles Pumphrey. No. 2 was Baby Aldrich, a two-monther weighing pounds; a nice bouncer, whose proprietorship falls to Sarah and William Aldrich. No. 3 was Marian S., a three months' baby of fifteen pounds, nice as a baby can be, whose parents are Ella and Floyd Fink. No. 4 was a great favorite, Eugene Victor, who boasts of five long months of life at a weight of sixteen and a half pounds, and Lizzie and Walter Screes are proud to own him. No. 5 was another nice boy, Willie J., who is only four months old and weighs sixteen and a half pounds. Josie and John E. McGinnis call him theirs. No. 6 was a pretty baby, whom we will call Miss Eva, as she was the elderly one of the company, being nine months old, the daughter of Nellie and Adams Stort. No. 7 was a sleeping beauty of six weeks, fat, fair and dumpling-ey little Nellie, the child of Anna and John Sterling. The result of the voting was as follows:

Baby Aldrich	4
Baby Pumphrey	4
Baby Stort	17
Baby McGinnis	74
Baby Fink	256
Baby Screes	275

So that Eugene Victor Screes was the victor.

A brief but delightful programme was executed by the North Star Trio, Messrs. Ed Jackson, Charles Ainsworth and Phillip Randall, who sang finely with no accompaniment but their harmonious voices. Mrs. J. E. Collins recited "Asleep at the Switch" in a beautiful manner, which was appreciated by all who remained at the front of the hall. The confusion of feet, of rattling dishes and other noises at the rear prevented those in that part of the hall from hearing, but under favorable circumstances Mrs. Collins could be heard in all parts of the spacious room. Mr. P. J. Kelleher gave "John Burns of Gettysburg" a fair rendering. His voice is clear and rendition natural and pleasing. Mr. Harry Overman gave a specimen of lightning drill from the stage which pleased every one. Tomorrow is the last night, and in addition to music, the drawing of the prizes will be the principal feature.

A great crowd, a happy one and a glorious time marked the closing of the first and only railroad fair held in Indiana. From 8 o'clock last night until midnight, thousands of people watched the bulletins upon the platform which indicated the rise and fall of stock in shovel, watch, battle-ax, hatchet, charm, and many other things not commodities and yet necessary to the temporary welfare of the Brotherhood.

Miller's Orchestra discoursed sweetly, as the swaying, surging crowds perambulated in and out and around the great rooms. Old men, medium and middle aged, wearing the bronze of seasons and the lines of care, seemed as gay as the more youthful, and "How are ye, Jim," fell upon the ear until it seemed that never a crowd had so many "Jims" before. But the boys were glad. You read it in the

slap, the clasp of the hand and the speaking eye and whole-hearted smile. Such a reunion, too, among them! Hosts came in all from all lines. One of the visiting members said, "I snukey, this is the boss hall for such an affair as this!" and just then a messenger was hurrying past when an unfortunate slip made a sort of an explanation point and a parallax of himself. All interest centered in the stage, however, and the ladies cheered and looked so bright that when the contest of the vote was on, the brave boys found no end to their pocket books, and as the figures marked the rise of some favorite, up went the dollars for some competitive name. Among the fortunate winners of prizes are Mr. Doran, of Gallion, Ohio, who became the possessor of an elegant pair of bracelets; Maggie Erwin, a chair throw; Mrs. J. C. Christian, 655 East Market street, had the lucky number that drew an elegant sofa pillow; Mrs. J. F. Quigley drew a lace hood, donated by Mrs. L. Barnes; a fire tongs and stand became the property of David Low; Miss W. Delage was found to have the number that drew a beautiful tidy; Mr. J. A. Matthews received an elegant silver cup; Mrs. Wills, of Peru street, a red silk cushion; Miss Effie Miller, a beautifully embroidered felt tidy, which was made by Mrs. Delia McBride. The Domestic sewing machine, valued at \$55, was voted to Mrs. Ed K. Whitsit. A. H. Tucker received a handsome rocker. The most exciting contest occurred on the shovel pool, which was suggested by John Branson, engineer at the Poor farm. The votes ran for the most popular locomotive fireman, and began with F. Linn, of the I. D. & S.; F. S. Miller, of the Blue Line; D. Keegan, of the Big Four, and J. S. Sharkey, of the I. B. & W. As the excitement rose the hands went down into the pockets and the figures climbed up into the thousands, until at 11 o'clock Mr. D. Keegan, of passenger engine No. 34, of Cincinnati, was carried to the stage by his friends and declared the winner on 1,350 votes. A speech was called for, and, blushing with the consciousness of the honor conferred, he expressed his appreciation of their kindness, and spoke kindly of his competitor and brother, J. S. Sharkey, the next highest on the list. The following results of the voting were announced:

Watch—William Garstand, 2,530; W. C. Arp, 3,246; J. McKinna, 50; E. Hiserodt, 21.
 Flag—Indianapolis Light Infantry, 849; Emmett Guards, 2,510; Rice Zouaves, 82; Shepherd Light Infantry, 2.
 Shovel—John Sharkey, 850; D. Keegan, 1,352; F. S. Miller, 16; J. F. Linn, 71.
 Engineer's Charm—H. Frazier, 42; S. Long, 1; F. Palmer, 12.
 Hatchet—Beef Sears, 24; William Donovan, 34; J. Paterson, 82; C. Ferguson, 10.
 Cane for Candidate for Auditor—Tom Taggart, 500; Colonel Merrill, 440.
 Hat for Clerk—J. E. Sullivan, 15; T. S. Rollins, —.
 Hat for Sheriff—Ike King, 79; R. S. Coulter, 20.
 Brakeman's Lantern—S. M. Fesler, M. Taylor, C. J. Crane, D. W. Goodman.
 Conductor's Lantern—J. C. Smith, 21; J. F. Stripp, 109; A. L. Heath, 110; W. C. Joslin, 2.
 Watch to Master Mechanic—W. P. Orp, Pan Handle, 1,780; William Garsting, Bee Line, 2,530. (This is the vote as it stood at 12 o'clock, the time set for closing. Afterward \$100 was contributed to swell Mr. Orp's vote, and the committee thereupon decided to give a watch to each contestant.)

THE sales of "Railroad Plug" tobacco are steadily increasing and this affords a corresponding increase of royalty, which goes into the treasury of our Order. The sale of "Railroad Plug" ought to be a matter of interest to all our members who use the "weed," as we receive a cent royalty upon each pound sold. See the advertisement elsewhere and recommend it to your dealer.

Convention Photographs.

Members desiring photographs of the groups of Delegates and Ladies, and other Convention photographs, can obtain them by addressing Chas. F. Handy, Photographer, 221 Nicollet Ave., Minneapolis, Minn.

Amusements.

SCHENECTADY, N. Y.

The *Schenectady Daily Union* gives a most elaborate report of the ball recently given by 18-K Lodge, No. 210. We quote as follows:

From 10 o'clock last night until nearly dawn this morning, Union hall presented a prettier spectacle than the four walls ever held before. On the face of the balcony, in medallion form, at intervals were illuminated monograms of the familiar "B. L. F." of the Brotherhood of Locomotive Firemen. Swinging from the base of the balcony front were banners of the Schenectady Lodge and sister lodges, near and at a distance, many of which were represented by delegations. The flat pieces of the walls were relieved by mirrors and pictures of locomotives. Festoons of red, white and blue hung in graceful outline from the ceiling. The scene set, which formed the background for the musicians, bore a central device, crossed coal shovels and hammer, the tools with which the locomotive firemen feed the furnaces which keep the land side of the world moving. The electric foot lights were shaded with colored globes, and on the stage, on a handsome easel, was a large photograph of the delegates to the late Convention of Locomotive Firemen at Minneapolis.

It was the third grand ball of the lodge in this city of the Brotherhood of Locomotive Firemen, and the brilliant scene was the result of thorough preparation by the committees in charge.

In a wing of the stage a locomotive bell had been concealed and from it a cord led to a point where it could be readily reached by Floor Manager Henry L. Shannon. A little after 9 o'clock the Citizens' Corps orchestra, with Prof. Bernardi at the piano, played an overture and the officers of the ball paraded in full decorations. They were Henry L. Shannon, floor manager, John Warner and Tom Carroll, assistants; George T. Palmateer, M. Turney, J. W. Vrooman and H. Carriher, room committee; J. E. Van Vranken, Homer Eygner, H. McAuley and J. Hamill, reception committee. The ringing of the locomotive bell warned the orchestra to pull out and the grand march began. The march itself was the "Amazon," the music arranged by Maschke. Prof. Henry Doring, of Troy, directed the march very skillfully, as he did the dances. Among those in the march were many well known Schenectadians and a goodly throng of visitors, principally from this vicinity, though one had come all the way from Illinois. The delegate from the west was Thomas Burns, of Central Park Lodge 237.

Standing on the edges of the vast crowd of dancers who watched the waltzers in their whirl, members of the Schenectady Lodge viewed the scene critically and commented on it. J. E. Van Vranken, Master of the Schenectady Lodge, was the centre of a group who congratulated themselves that their work had brought forth good fruit. The scene was undeniably worth looking at. There was just room to dance and that was all. There was plenty of good nature which blossomed into jollity as the evening grew, but it never lost its dignity. The material of which the ball was composed was just the sort to get all the enjoyment possible out of the occasion without permitting a jar. It was merry as marriage bells and moved as smoothly as a crack locomotive flying over a mathematically ballasted track with nothing but drawing room coaches behind. Dance followed dance at the sound of the bell as punctually as if the movements had been time-tabled; and though there were forty numbers on the card, and in less experienced hands half the programme would not have been done by morning, it was completed to the last step in the last quadrille to the dying strain of "Home, Sweet Home." There was some credit due the stage for this, however. Early in the evening, when some one suggested that the numbers were many and time limited, Prof. Bernardi retorted, "they may be firemen on the floor; but we're engineers up here and we'll pull 'em through." Just then the locomotive bell rang resolutely for a waltz.

"There comes," said a Schenectady fireman, "one of Albany's crack dancers. He is a locomotive fireman and doesn't dance much now, but he is in demand as a judge at dancing competitions." And as the Schenectady man spoke a tall, athletic man

whirled down the room, with a charmingly pretty girl, with the easy movement of a practiced waltzer. It was Matthew J. Maloney, well known to the Brotherhood. Following him a couple attracted attention in a quiet way. The gentleman had a bald spot on the crown of his head and the lady who danced with him was gray, but they waltzed with the spirit of youth and as gracefully as the best of them. They were John Kelly, a well known molder of the locomotive works, and Mrs. Kelly. Near by James Wasson of the Express office, glided gently to the dreamy music. Nor was Floor Manager Shannon to be denied the full pleasure of the evening, and though he had labored night and day in the work of preparation, he danced with ardor and grace and never missed a number on the programme. William Shable devoted himself to quadrilles and displayed tasteful discrimination in the choice of partners both as to beauty and ability. Getting along towards midnight, it was a favorable time for noting the guests, and they were there in force. Among them were Geo. Jeffries and Mrs. Jeffries, Mr. Jackson and Miss Jackson, of Albany; the Misses Kunz, of Cobleskill; from Greenbush, Mr. and Mrs. Crehan, and Mr. Lake and Miss Bossard; from Quaker Street, the Misses Annie and Mary Riley; Mr. Connors and Miss Connors, of Albany; Christian Tone, of Green Island, looking as dignified as a bishop; Frank Payne, of Albany; William Barnett, of West Albany; Daniel Egan, of West Albany; Engineer George Sayre, of Amsterdam. Of this city there were Henry McQueen, Oscar Behr, Michael Riley, Clerk William Fuller, of the Givens, polite and pleasant to the last degree; Hugh O'Neill, Charles Horstman, John Blackburn, John Austin, Yard Brakeman Phillips, Engineer William Warner, of the D. & H. road; Harry Morish, of Fidelity Lodge, I. O. G. T.; Christopher Hammond, caller; William Lake, Decorator Homan, Leonard Harmon, of the water works; Martin France, draughtsman at the locomotive works; James Fitzsimmons, of the Utica shops; Engineer Lorenzo Shannon, Fred Howell, Matthew Turney, of Quaker Street. There were between 90 and 100 of the Firemen's Brotherhood present, and the remainder were engineers, brakemen and gentlemen of various callings, but all with an interest in the Locomotive Firemen.

While the ball was at its height, and the dancers were making time fly, Mr. Van Vranken, Master of the Lodge in this city, spoke of the Brotherhood itself. Said he: "Our Lodge has thirty-eight members, but the reason for this apparent paucity in membership is due to the fact that the firemen are required to belong to the lodge nearest their homes and many of them live in Troy and Albany. The object of the Order is the elevation of the men. You can see that by our motto, 'Benevolence, Sobriety, Industry.' The Minneapolis Convention was a very successful gathering. Mr. Turney, our delegate, has just returned."

At midnight the scene under the mellow, variegated light was beautifully brilliant. There was a lady present for every gentleman, and the costumes were exceptionally attractive and full of color. There was plenty of beauty, too; the robust beauty that can dance until 3 o'clock in the morning and get up to breakfast without a headache.

Supper was served in the Annex hall and the catering was excellent. The management had attended as carefully to that department as to the music and decorations.

The first faint crowings of vigilant birds were announcing the coming of day when the earliest of the dancers to leave the hall donned their wraps and sped away. The sun was not far off when the last of the guests were homeward bound, and the third annual ball of the Locomotive Firemen was done. It had been successful in every way, and those who in pardonable pride proclaimed it the most pronounced success the city had ever known were not too enthusiastic.

NASHVILLE, TENN.

From the Nashville *Daily American* we clip the following interesting account of a most pleasant social and reception given by W. H. Thomas Lodge No. 159, viz:

The most successful social reunion in the history

of the Brotherhood of Locomotive Firemen of the W. H. Thomas Lodge No. 139, took place last night at the Broad street Amusement Hall. Fully 500 people were on the floor. The seats and stage had been removed, the floor was in splendid condition, electric lights threw their radiance over the gay scene, and Bush's Band occupied the gallery midway the hall. Delegations were present from Decatur and Chattanooga, and the belles of Nashville mingled with the lassies of these sister cities in friendly rivalry for the attention of gallant beaux. At 12 o'clock supper was served at the south end of the great hall, and the dancing, which had occupied the evening until then, was renewed and continued until a late or rather an early hour. The success of the evening is due to J. L. Currin, general manager, to the floor managers, Messrs. M. Gibbons, W. L. Gee, Ed Bishop, Jr., John Sullivan and Harry Pyles, and to the committee of arrangements, composed of Messrs. J. L. Currin, J. F. Duttlinger, W. D. Bledsoe and Ed Bishop, Jr. The programme was appropriately ornamented by a train of cars moving across a trestle, with a picturesque background of hills and clouds. Messrs. Harry Branch and Lee Nance, from Chattanooga, were present with their ladies. J. L. Currin as floor manager was a success. The party from Decatur arrived on No. 21 in time for the dance. M. J. Gibbons, the gentlemanly floor manager, made himself useful as well as ornamental. Henry Hill, as a preserver of the etiquette of the affair, attracted the admiration of the ladies. Ed Bishop was everywhere at once and was a general favorite.

COMO, COL.

One of the most enjoyable events of the season transpired on the evening of August 27th, it being the occasion of the second annual ball of High Line Lodge, No. 256. The spacious dining hall of the Pacific Hotel was packed with as joyous and light hearted a throng as ever "chased the flying hours with nimble feet," while the Broadway opera house was filled to its capacity. The members of 256 appeared *en costume* in tailor-made suits, blue overalls and checked jackets, which contrasted finely with the broadcloth of the visitors, besides being a surprise to everybody, and were instantly pronounced "too cute for anything." Everything passed off smoothly and the ball was voted the finest ever given in Como. The great success was due to the exertions of Brothers Dow Tompkins, Frank Clark, G. W. McAleer, and Jos. Piunkett; assisted by Bro. E. M. Stannard, of No. 28, who is a host in himself. The Lodge desires to express their great obligation to Mr. Jos. K. Choate, Superintendent, and Mr. C. A. Mc-Masters, Train Master, of the Colo. Div. U. P. Ry, as well as to Mr. M. F. Egan, Dist. Foreman, and Mr. J. Piccioli, Local Foreman of the Motive Power Dep't, for numberless favors granted to the Lodge and individual members of the Order. Messrs. Mc-Masters and Egan, with their respective families, and Mr. Piccioli, were honored guests at the ball and contributed much to the enjoyment of the occasion. Want of space precludes the possibility of mentioning all who were present from Denver, Leadville, Alma, Fair Play, and the surrounding country; but we must not forget the Como cornet band, which discoursed sweet music from the balcony of the Pacific Hotel while the various trains were discharging their merry cargoes. Suffice it to say that the Double Header ball broke up at near daybreak, and all retired with many heartfelt wishes for the future welfare of High Line Lodge, No. 256. J. C.

Resolutions.

GARRETT, IND., August 23, 1880.

At a regular meeting of Garfield Lodge No. 203, the following resolution was unanimously adopted:

Resolved, That we return our sincere thanks to Bro. H. Bradford for his excellent service as Financier, and that the same be published in our Magazine.

A. W. JOHNSON, }
L. E. PARKER, } Committee.
G. F. WHITEMAN, }

EMPORIA, KAN., Sept. 24, 1886.

At a regular meeting of Emporia Lodge No. 53, held September 19, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God to remove from our midst our late brother, R. E. Case, who died at Ottawa, September 7, therefore be it

Resolved, That the sympathy of this Lodge be tendered the family in their affliction, and that our Charter be draped for the space of thirty days.

Resolved, That a copy of these resolutions be sent to the family and to the Magazine for publication.

A. E. PEARCE, }
WM. GILPIN, } Committee.
GEO. CHESHIRE, }

CRESTON, IOWA, August 28, 1886.

At a regular meeting of Advance Lodge No. 101, held August 10, the following resolutions were unanimously adopted:

WHEREAS, We, the members of Advance Lodge No. 101, have been the recipients of many kindnesses from our many friends and friends of the Order in fitting and furnishing our new hall, therefore be it

Resolved, That both individually and as a Lodge we fully appreciate the many favors extended to us, and we hereby extend our sincere thanks to one and all who have so kindly assisted us, and that we shall always endeavor to prove worthy of the same.

Resolved, That a copy of these resolutions be recorded in the minutes, published in the city papers and in the Firemen's Magazine.

J. PRICE, }
JAS. CROUCH, } Committee.
D. BEHAN, }

ESCANABA, MICH., August 11, 1886.

At a meeting of Mineral King Lodge No. 123, B. of L. F., held July 25, the following resolutions were adopted:

WHEREAS, Bro. Geo. R. Tedford has decided to take a final withdrawal card from this Lodge to join Division 118, B. of L. E., therefore be it

Resolved, That in the withdrawal of Bro. Tedford, this Lodge loses one of its best members, most earnest workers and truest brothers.

Resolved, That the members of this Lodge extend to Bro. Tedford their earnest thanks for the efficient manner in which he has served us during his membership, and we will endeavor to show our appreciation of his services by thinking ever kindly of him.

B. LETCHER, }
GEO. SIMONSON, } Committee.
D. W. ROBINSON, }
J. J. KELLY, }

DEWISON, TEXAS, August 19, 1886.

At a regular meeting of Red River Lodge No. 8, B. of L. F., held July 24, the following resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler of the Universe to remove from our midst our esteemed brother, Wm. A. Cowan, who died from the effects of scalds caused by an explosion of a flue on his engine July 8.

Resolved, That while we recognize the supremacy of and bow submissively to the All-Wise Providence, it is with sincere regret that we part with Bro. Cowan, and mourn with those who mourn.

Resolved, That the members of this Lodge tender to his bereaved father, sister and relatives our heartfelt sympathy, and that while they have lost a devoted and loving son, brother and relative, this Lodge has been deprived of one of its most valuable members, one whose memory will always be cherished with feelings of deep respect.

Resolved, That we extend our sincere thanks to Mr. C. W. Clark and others for their kindness in assisting us in the burial of our deceased brother, assuring them that their noble and generous actions will live long in the hearts of the members of this Lodge.

Resolved, That a copy of these resolutions be presented to the above named parties, and also be published in the Ft. Worth Gazette, Dewison Morning News and our Magazine.

CHAS. TURNER, }
M. L. PORTER, } Committee.
D. T. REECE, }

CEDAR RAPIDS, IA., Sept. 12, 1886.

At a regular meeting of Hawkeye Lodge No. 27, held September 12, the following resolutions were unanimously adopted:

WHEREAS, The grievances of the members of Hawkeye Lodge having been so amicably adjusted by our grievance committee and the Officials of the B., C. R. & N. Ry., therefore be it

Resolved, That we owe and hereby tender a unanimous vote of thanks to Mr. C. J. Ives, President, and to Mr. R. W. Bushnell, M. M., for the courteous manner in which we were treated and for their promptness and kindness in granting us an increase of wages.

Resolved, That these resolutions be entered upon the minutes of this Lodge and that a copy be sent to the Locomotive Firemen's Magazine for publication.

L. S. GETTS,
S. W. THORPE, } Committee.
S. D. BYERS,

TOLEDO, O., Sept. 9, 1886.

At a regular meeting of C. R. Whipple Lodge, No. 142, held Sept. 8, 1886, the following resolutions were adopted:

WHEREAS, It is with heart felt sorrow that we are called upon to announce the death of our beloved brother, Joseph Collins, who died of typhoid fever; therefore, be it

Resolved, That by the death of Bro. Collins, his mother has lost a dutiful and loving son, and our Brotherhood a good and faithful member. It is with feelings of satisfaction that we can remember and cherish his noble qualities.

Resolved, That our charter be draped in mourning for a period of sixty days, and that a copy of these resolutions be forwarded to the Editor of the Magazine for publication, and also a copy of the same to the mother of the deceased; also that a copy be spread on our minutes.

W. H. KIRKHAM,
G. W. NESPER, } Committee.
J. M. GORHAM,

JACKSON, TENN., Sept. 11, 1886.

At a called meeting of Friendly Hand Lodge, No. 201, the following resolutions were adopted:

WHEREAS, It is with heartfelt sorrow that we are called upon to announce the death of Bro. D. B. Hawks, who departed this life on August 30; therefore be it

Resolved, That by the death of Bro. Hawks his family has lost a kind husband, a loving father, and our Brotherhood a faithful member.

Resolved, That we extend to the afflicted relatives our heartfelt sympathy in their deep bereavement.

Resolved, That as a further token of our respect the Charter of this Lodge be draped in mourning for the space of thirty days; a copy of these resolutions be sent to the sorrowing family, also placed upon the minutes of this Lodge, and sent the Magazine for publication.

J. D. BLEDSOE,
M. MULVOY, } Committee.
D. W. SHEA,

JUNCTION, N. J., Oct. 4, 1886.

At a regular meeting of Wilson Lodge No. 272, the following resolutions were adopted:

WHEREAS, The members of this Lodge were made the recipients of a handsome waste basket and altar cloth by the wives and daughters of the brothers, therefore be it

Resolved, That the sincere thanks of this Lodge are due and are hereby tendered to these ladies.

Resolved, That the members of Wilson Lodge No. 272 fully appreciate this token of esteem and kindness, and will ever hold in grateful remembrance this proof of their love and sympathy with the principles of our Order.

Resolved, That the thanks of the members are hereby tendered to the ladies for their bountiful spread given to us on that occasion.

Resolved, That a copy of these resolutions be sent to the ladies, also to the Editor of our Magazine for publication.

F. F. BOGART,
A. KIRKENDALL, } Committee.
G. B. WELLER,

DOWNS, KAN., Sept. 5, 1886.

At the first regular meeting of Solomon Valley Lodge, No. 329, held on Sunday, Aug. 22, the following resolutions were adopted:

Resolved, That our kindest wishes are hereby extended to Bro. J. J. Hannahan for the pains he took in organizing our Lodge and the many instructions he gave us, also for the words of encouragement from him, and we think he is the right man in the right place.

Resolved, That a vote of thanks be tendered to R. R. Centre Lodge, No. 31, for financial and other assistance rendered us when we needed aid.

Resolved, That a copy of these resolutions be placed on file and a copy sent to the Magazine for publication.

W. C. DANENBERG,
A. STUDER, } Committee.
W. JACOBIA,

KEOKUK, IA., Sept. 26, 1886.

At a regular meeting of Gate City Lodge, No. 93, the following resolutions were adopted:

WHEREAS, Death has been among us and called from our midst our worthy Bro. M. Keefe, who was scalded in a railroad accident on the St. L., K. & N. W. R. R., about forty miles south of Keokuk, Sept. 13, therefore be it

Resolved, That in his death we have lost a valuable and worthy member, the company a faithful employee, and his aged parents a true and supporting son.

Resolved, That our charter be draped in mourning for the space of thirty days, and that a copy of these resolutions be sent to the Magazine for publication, and that a copy be sent to the family of the deceased, and spread upon the records of the Lodge.

FRED. SCHERRER,
ROBT. CUSACK, } Committee.
JOHN CRONIN,

PHILADELPHIA, PA., Sept. 12, 1886.

At a regular meeting of Lafayette Lodge No. 293 held September 12, the following resolutions were unanimously adopted:

WHEREAS, An All-wise Providence has seen fit to remove from our midst Bro. Charles Knebles, who died from injuries received July 3d.

Resolved, That by the death of Bro. Knebles his mother loses a kind and faithful son, and our Brotherhood a worthy and efficient member, whose many actions will cause his memory to be long treasured in all our hearts.

Resolved, That as a token of esteem to the memory of our deceased brother, we drape our Chart and Charter in mourning for thirty days, and a copy of these resolutions be presented to his bereaved mother, spread on our minutes and published in the Magazine.

WM. J. WILKINSON, } Committee.
B. CAVANAGH,
D. KILTY,

NEW YORK, N. Y., August 28, 1886.

At a regular meeting of Just in Time Lodge No. 149, held on the above date, the following preamble and resolutions were unanimously adopted:

WHEREAS, We, the members of Just in Time Lodge, having formed a high opinion of the executive abilities, general principles and manly honor of our ex-Master and now Past Master, George Ford, be it

Resolved, That we hereby tender our sincere thanks for his careful management of our interests, and we desire to express our admiration and esteem for his strict devotion to duty, his courageous conduct in emergencies and the high state of discipline with which he conducted the meetings of this Lodge; also be it

Resolved, That we cause a copy of these resolutions to be spread on the minutes of this Lodge, a copy be published in the Magazine and a copy be engrossed and presented to our worthy Past Master, with the thanks of his fellow brothers.

A. VAN TASSELL,
J. J. MCCAFFREY, } Committee.
E. C. PRESCOTT,
C. A. VAN ZANDT,
WM. A. WILSON,

WASHINGTON, D. C., September 12, 1886.

At a special meeting of Potomac Lodge, No. 7, September 12, 1886 the following resolutions were adopted:

WHEREAS, Almighty God in His infinite wisdom has removed from our midst our esteemed brother James E. Boswell, be it therefore

Resolved, That in the death of Brother Boswell our Lodge has lost a true and worthy member and the Railroad company a faithful servant.

Resolved, That we extend our heartfelt sympathy to the two orphans and commend them to the care of Him who is a father to the fatherless.

Resolved, That our charter be draped in mourning for a space of thirty days and that these resolutions be spread on the minutes of this Lodge and published in the Magazine.

"May the sod of earth rest lightly on his bosom and the holy spirit that hovers around the sacred temple keep faithful guard over his quiet tomb."

W. H. JASPER, }
J. B. MAY, } Committee.
E. B. HUNT, }

NEW YORK, N. Y., August 28, 1886.

At a regular meeting of Just in Time Lodge No. 149, B. of L. F., held on the above date, the following resolutions were unanimously adopted:

WHEREAS, We, the members of No. 149, having to part with our financier, Bro. Wm. J. McColl, are highly pleased with his faithful services while in that position: be it therefore

Resolved, That we thank him sincerely for his careful, honest and correct management of our moneys, and we will ever consider him an honest man, faithful accountant and valuable member of our Order: also be it

Resolved, That a copy of these resolutions be engrossed and presented to Bro. McColl, spread on the minutes of the Lodge and published in our Magazine.

A. VAN TASSEL, }
J. NO. J. McCAFFREY, } Committee.
E. C. PRESCOTT, }
C. A. VAN ZANDT, }
WM. A. WILSON, }

PITTSBURG, PA., Sept. 28, 1886.

At a regular meeting of Three Brothers Lodge No. 235, B. of L. F., the following resolutions were adopted:

WHEREAS, For the first time in the history of this Lodge, the Almighty, in His infinite wisdom has seen fit to call from our midst our esteemed and beloved Bro. Martin A. Hotham, therefore be it

Resolved, That in the death of Bro. Hotham, Three Brothers Lodge has lost one of its faithful members, who enjoyed the respect of all who knew him.

Resolved, That to the stricken families we extend our heartfelt sympathy and commend them for consolation to that Grand Master who decrees all for the best.

Resolved, That to Chestnut Ridge Lodge, No. 310, we extend our thanks for their kind assistance at our late brother's funeral.

Resolved, That as a mark of respect to the memory of our deceased brother, we drape our charter, for the space of thirty days, in mourning, and that a copy of these resolutions be presented to the family and be published in our Magazine.

R. O. FERREN, }
J. W. MURPHY, } Committee.
J. C. SLOAN, }

INDIANAPOLIS, IND., Oct. 5, 1886.

At a regular meeting of Eureka Lodge, No. 14, Brotherhood of Locomotive Firemen, held October 5th, the following resolutions were unanimously adopted:

Resolved, That our thanks are due and are hereby tendered to the citizens of Indianapolis for the many favors shown us during our late fair, held in the City Hall, Sept. 7, 8, 9 and 10 and desire to make special mention to the ladies, who served us and did everything in their power to make the fair a success.

Resolved, That we tender our thanks to the many sister Lodges throughout North America for their liberal donations.

Resolved, That we tender our thanks to Mr. Joe Sherwood, Supt. C. I., St. L. & C. R. R. and Mr. J. J. Turner, Supt. C. St. L. & P. R. R. and Mr. G. M. Beach, General Manager C. C. & I. R. R. for recognizing the credentials of members who wished to attend the fair from other cities.

Resolved, That these resolutions in the Firemen's Magazine and the daily papers of Indianapolis.

WILLIAM P. MCBRIDE, }
FRANK ALDRICH, } Committee.
ALBERT G. KENDALL, }

MINNEAPOLIS, MINN., Aug. 15, 1886.

At a regular meeting of Northwestern Lodge, No. 82, B. of L. F., held August 15, the following resolutions were unanimously adopted:

WHEREAS, It having pleased our Heavenly Father to call from our midst our esteemed Brother, Frank H. Colby;

WHEREAS, In the death of Bro. Colby, No. 82 has lost one of its best members, and the B. of L. F. a true and worthy brother; therefore, be it

Resolved, That while we recognize the supremacy of, and bow submissively to, the All-wise Providence, it is with sincere regret that we part with Bro. Colby, and "mourn with those who mourn."

Resolved, That guided by the power of love, we extend to the bereaved parents of our worthy brother our heartfelt sympathy in this their sad hour of tribulation.

Resolved, That as a mark of respect we drape the charter of our Lodge for the next sixty days, and that a copy of these resolutions be presented to the parents of Bro. Colby; also published in the Firemen's Magazine, and spread upon the Lodge records.

THOS. MEA, }
C. D. STEVENS, } Committee.
F. N. HOLL, }

LOS ANGELES, CAL., Oct. 6, 1886.

At a regular meeting of Orange Grove Lodge, No. 97, held October 5th, the following resolutions were adopted:

WHEREAS, It has pleased the Grand Master of the universe to remove from our midst our esteemed Bro. Harrison Davis, who died from injuries received in an accident, which occurred Monday, September 27th, by a bridge giving way and the engine turning over, on which he was riding; therefore, be it

Resolved, That by the death of Bro. Davis this Lodge and the Brotherhood at large have lost a true friend and brother and his wife and children a loving husband and father.

Resolved, That we extend our heartfelt sympathy to the bereaved family, knowing full well how inadequate are our words to lessen the grief of their aching hearts.

Resolved, That we also extend a vote of thanks to our Superintendent, E. E. Hewitt, and our Master Mechanic, George Gregg, for the use of a special train and other courtesies shown to our members, who wished to attend the funeral, which was held at Colton, on Wednesday, September 29th.

Resolved, That as a tribute of respect to the memory of our deceased brother we drape our charter in mourning for the space of thirty days, that a copy of these resolutions be entered upon the minutes of this meeting and that a copy be forwarded to the bereaved family and that they be published in our Magazine.

GEORGE C. MORTON, }
HARRY DAVIS, } Committee.
HARRY PENFIELD, }

ST. LOUIS, MO., August 21, 1886.

At a meeting of the committee appointed by Glen-coe Lodge No. 298, August 11, the following was unanimously adopted:

WHEREAS, It has pleased the Grand Master of the Universe to call from this world of care our deceased brother, Patrick H. Franey, on the 10th day of August, therefore be it

Resolved, That in the death of Bro. Franey, Glen-coe Lodge has suffered an irreparable loss and the Brotherhood has been deprived of a noble member.

Resolved, That we desire beyond any formal expression of regret to mingle ours with the sad feeling of others bowed in grief over the early departure of

our beloved brother of true and noble friendship, of sure and steady sobriety and far-reaching benevolence.

Resolved, That we feel most sensibly the severe loss of this honorable and useful man, brave and active fireman and true and faithful friend.

Resolved, That we extend our heartfelt sympathy to his aged parent, brothers and sisters in their bereavement, sharing as we do their loss, in testimony whereof we will drape our charter in mourning for thirty days.

Resolved, That we extend our kindest thanks to the officers and members of Peace Lodge No. 109, of St. Louis, for kindly assisting at the interment of Bro. Franey, also to Mrs. Carrie Morgan, who cared so well for Bro. Franey in his last moments.

Resolved, That a copy of these resolutions be sent to the afflicted and sorrowful family, that they be published in the Magazine and spread on the minutes of the Lodge.

CHAS. BRANTNER,
JNO. MCCLUSKEY, } *Committee.*
WM. J. MURPHY,

JEFFERSONVILLE, IND., Sept. 5, 1886.

At a regular meeting of Clark Lodge, No. 297, held August 24, the following resolutions were adopted:

WHEREAS, It is with profound sorrow we announce the death of our young and worthy brother, D. S. McJenkins, who was called to cross the threshold of the Supreme Master of the Universe, on Saturday, Aug. 8, after a brief illness, of typhoid fever.

WHEREAS, The relations held by our deceased brother with the members of this Lodge, though of short duration, render it proper that we place on record our appreciation of his merits as a man and worthy brother; therefore be it

Resolved, That while we bow in humble submission to the will of the Divine Master, we none the less mourn the loss of our worthy brother, who was so early cut down in the full vigor of manhood;

Resolved, That in the death of Bro. McJenkins, our Order has lost a young and worthy member, the railroad company a steady, sober and trustworthy employee, the sorrowing relatives a kind brother, and the young, grief-stricken wife, a loving and devoted husband.

Resolved, That we tender the members of the bereaved family, especially the sister and wife, our sincere sympathy, knowing how inadequate are words to lessen the desolation of the heart; earnestly wishing it were in our power to allay the grief and anguish of the ones deeply bereaved, and be it further

Resolved, That as a token of respect and esteem for our departed brother, our charter be draped in mourning for thirty days, and that these resolutions be published in our Magazine.

A. B. CHAMBERS, *Committee.*

LOUISVILLE, KY., Aug. 18, 1886.

At a regular meeting of Falls City Lodge, No. 103, the following resolutions were adopted:

WHEREAS, It has pleased our Heavenly Father in His inscrutable wisdom to remove from our midst our beloved Brother Wm. H. Speaker, who was killed while at his post of duty at Lexington, Ky., L. C. & L. Division of the L. & N. R. R., on the 11th day of August by the explosion of boiler of engine No. 909, thereby causing instant death; therefore be it

Resolved, That while we bow with humble submission to the will of the Supreme Ruler, we deeply deplore the loss which has deprived us of the companionship of a noble-hearted brother, yet consolation is afforded us by the thought that our loss is his eternal gain and he is now enjoying the reward of the just and good.

Resolved, That we tender the members of the bereaved family, especially the sorrow-stricken wife and mother, our sincere and heartfelt sympathy in their hour of affliction, knowing full well how inadequate are words to lessen the desolation of an aching heart, and wishing it was in our power to allay the grief and anguish of a sorrowing heart.

Resolved, That while we bow in humble submission to God's will, we hope to so conduct ourselves

that when we are called to that home above we may render our account.

Resolved, That we are deeply conscious of the loss that we have sustained in the death of our late brother, and we realize that the B. of L. F. has lost an honorable and esteemed member.

Resolved, That as a tribute of respect to the memory of our deceased brother we drape our Charter in mourning for the space of sixty days, and that a copy of these resolutions be forwarded to the bereaved family and our Magazine for publication.

WM. FITZGERALD,
CLARK H. REA,
PAT CALLAHAN,
ASA DALEY, } *Committee.*

CHICAGO, ILL., July 6, 1886.

At a regular meeting held by Chicago Lodge No. 95, B. of L. F., July 6, 1886, the following preamble and resolutions were unanimously adopted:

WHEREAS, We are once more called to contemplate another of those mysterious visitations which so forcibly remind us that we are but mortal and must soon pass away. It has pleased the Great Supreme Master to call from our number, and from his field of labor, our beloved and respected brother and friend, Earnest Decatur, in manhood's hour, while hope pointed to a bright and useful old age. In this dispensation our Order has lost a faithful member, the community a sterling citizen, and his home a loving husband. With saddened heart we realize our loss, but recognize that it is a loving father's hand which thus afflicts, and while we mourn with those who mourn, we bow in humble submission to the will of Him who doeth all things well; therefore be it

Resolved, That while we keenly feel the loss we have sustained as an organization, we can but feel and realize the deep sorrow which fills the hearts of those loved ones of his who knew him best and loved him most, and, in this their saddest hour, we extend to them our tenderest heartfelt sympathy, realizing as we do the greatness of their loss. We desire to transfer to them the friendship and devotion which his life and fidelity won for him in our hearts, while we shall ever cherish a lively recollection of his manly virtues; be it further

Resolved, That as a simple expression of the esteem and regard which we entertain for the memory of our deceased brother, and, as an expression of our sympathy and friendship for his sorrowing family, a copy of the foregoing resolutions be furnished under seal of this Lodge to his stricken family and a copy sent to the Brotherhood of Locomotive Firemen's Magazine for publication, and the same be spread upon a memorial page of our records.

JAS. LEAHY,
L. P. SMITH,
G. E. WEBSTER, } *Committee.*
C. B. JOHNSON,
C. A. MILLER,

COLLINWOOD, O., August 10, 1886.

At a regular meeting of Lake Shore Lodge No. 183, B. of L. F., held August 3d, the following resolutions were adopted:

WHEREAS, It has pleased the Almighty Ruler of the Universe to remove from our midst our Brother Horatio B. Slade, who was accidentally killed at the U. P. depot at Erie, Pa., on the 18th day of July, therefore be it

Resolved, That by the death of Brother Slade this Lodge loses a friend and brother who was always active in his efforts for the good and welfare of his Lodge, his family a loving, dutiful son and brother, the community an esteemed citizen and the L. S. & M. S. Ry. Co. a trustworthy fireman who was ever prompt in the performance of his duties.

Resolved, That while we bow in humble submission to the will of the Almighty Creator, we sincerely mourn his sudden death and deeply deplore the accident which has deprived us of the companionship of a noble-hearted brother, yet consolation is afforded us by the thought that our loss is his eternal gain.

Resolved, That we tender the members of the bereaved family, especially the sorrow-stricken

mother, our sincere sympathy in this their hour of affliction.

Resolved, That the thanks of Lake Shore Lodge No. 183, be and are hereby extended to C. R. Whipple Lodge No. 142, Forest City Lodge No. 10, and Black Diamond Lodge, No. 206, for their kind attendance and assistance at the burial of our deceased brother.

Resolved, That our thanks be and are hereby extended to our esteemed Master Mechanic Mr. L. O. Gassett for his commendable kindness in procuring transportation for those desiring to attend the funeral of our deceased brother, and also his kindness in assisting the members of this Lodge in their arrangements for the burial of our late brother. Be it further

Resolved, That as a just tribute to the memory of our departed brother we drape our Charter in mourning for the space of thirty days, and that a copy of these resolutions be presented to the bereaved family; also, that they be entered up on the minutes and a copy be forwarded to our Magazine for publication.

C. E. RUSH,
J. B. HAYES, } Committee.
G. W. MOSES, }

Letters of Thanks.

HORNELLVILLE, N. Y., Sept. 14, 1886.

To the Officers and Members of H. G. Brooks Lodge, No. 169:

GENTLEMEN: I return sincere thanks for the prompt payment of \$1,500, due me on policy of my husband. Also, for the many kindnesses to him during his illness. I trust such a noble cause will meet with its reward, and that prosperity will ever attend the Brotherhood.

MRS. HENRY LOUFHAY.

MEMPHIS, TENN., Sept. 7, 1886.

To the Officers and Members of Bluff City Lodge, No. 55.

GENTLEMEN: I have received through your Financier the sum of \$1,500, the amount of insurance on the policy held by my son, M. J. Griffin, in your noble Brotherhood. Permit me to return to you my sincere thanks, and may your Order ever continue to prosper, is the wish of

Yours, sincerely,

MRS. MARGARETH GRIFFIN.

ERIE, PA., July 26, 1886.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: I wish to acknowledge through your Magazine the receipt of \$1,500, paid to me by A. L. Jacobs, Esq., Financier of Buffalo Lodge, No. 12, upon the policy of my late son, Chas. Raynor, for which accept my most sincere thanks. Hoping the Brotherhood may always prosper, I remain, yours truly,

MRS. A. RAYNOR.

BARABOO, WIS., Sept. 27, 1886.

At a regular meeting of Alpha Lodge, No. 26, B. of L. F., held Sept. 27, the following resolution was adopted:

Resolved, We, the members of said Lodge, extend a vote of thanks to the members of the B. of L. F. and the ladies who assisted in decorating engine 600 on Sept. 23, for special train of B. of L. F.

F. P. STEWART,
J. TERBILCOX, } Committee.
C. G. SIMMONS, }

MATTOON, ILLS., Oct. 9, 1886.

To the Officers and Members of the B. of L. F.:

GENTLEMEN: I have this day received from C. J. Singleton, Financier of Beacon Lodge, No. 111, a draft for \$1,500, in full for disability claim, for which I wish to return my heartfelt thanks; also, for the many favors received from the members of No. 111. And may God ever bless and prosper our Brotherhood, is the wish of myself and wife.

WM. H. TYSON.

LARAMIE, WYO., Oct. 17, 1886.

To the Brotherhood of Locomotive Firemen:

DEAR SIR: I desire to return my heartfelt thanks for the payment of \$1,500.00, the insurance due me upon the policy of my late husband. I also wish to thank the members of Black Hills Lodge, No. 86, for their kind attention to me and for the respect paid my husband after his death. Wishing the noble Brotherhood a prosperous future, I remain

Yours very truly, MRS. IDA CONNOR.

AUSTEN, W. V., Sept. 5, 1886.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: Please accept my sincere thanks for the prompt payment of the policy on the life of my late son, F. L. Miller, which I received at the hands of C. L. Johnson, Financier of Lee Lodge, No. 275. I also wish to express my sincere thanks for the beautiful floral tribute, and also to the members of the Lodge, who were so kind and attentive. With best wishes for the prosperity of your Order, I remain,

Yours truly,

J. E. MILLER.

EMPORIA, KAN., Sept. 7, 1886.

To the Brotherhood of Locomotive Firemen:

I hereby desire to return my sincere thanks to the officers and members of Emporia Lodge, No. 53, for their kindness to me in the past and also for their kindness in paying to me the draft on my policy, which I received, in full, from our worthy Financier, John Gallagher. Hoping that God will bless all the members and that the Lodge will continue to prosper and be successful, I remain

Your disabled brother.

G. J. EVANS.

HAVERSTRAW, N. Y., Oct. 20, 1886.

To the Brotherhood of Locomotive Firemen:

DEAR SIR: I received a draft for the \$500.00 kindly voted me at your Convention, and also a copy of the resolutions adopted in my behalf. I desire to return my heartfelt thanks to you, each and all, and to assure you that I fully appreciate the kindness and generosity of your noble Brotherhood.

Earnestly wishing your Order God-speed in its mission of charity, I remain

Yours very sincerely,

MRS. MAGGIE CALL.

HARTFORD, CONN., Sept. 5, 1886.

At the last regular meeting of Charter Oak Lodge, No. 285, held August 22, the officers and members were agreeably surprised at being presented with an elegant banner, beautifully decorated with the following inscription: "Charter Oak Lodge, No. 285, B. of L. F. Benevolence, Sobriety, Industry." The fair donor was Miss Barbara Wood. After the presentation the following resolution was unanimously adopted:

Resolved, That a vote of sincere thanks be tendered Miss Barbara Wood for the elegant gift presented to this Lodge, and that the same be published in the Firemen's Magazine.

W. F. DAY, Secretary.

RIDGE FARM, ILLS., Sept. 12, 1886.

To the Officers and Members of Burnside Lodge, No. 282:

GENTLEMEN: I have this day received \$1,500, at the hands of W. F. Gibson, Financier, the amount due me on the policy of my late husband, J. R. Pickard. Please accept my heartfelt thanks. May the Brotherhood ever prosper, and continue to receive the blessing of Heaven, and when they have fulfilled their mission here, may their peace and election be sure with God. I wish further to extend my thanks to the officers and members who conveyed the body of my husband home. May the blessing of Heaven be with you, and the Brotherhood continue a blessing to the widow and orphan, is the wish of

Yours sincerely,

MRS. J. R. PICKARD.

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen of North America, and will contain all Notices of Assessments and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

NOVEMBER, 1886.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., November 1, 1886. }

Assessment Notice.

No. 25—\$2.00.

To Subordinate Lodges:

SIRS AND BROTHERS: You are hereby notified of the following deaths and disabilities:

225. N. J. Rice, of Lodge 194, was killed in a Railroad Accident, November 29, 1886.
226. E. D. Parker, of Lodge 17, died of Typho-Malarial Fever, December 8, 1886.
227. J. S. Reusch, of Lodge 56, died of Typhoid Fever, December 27, 1886.
228. J. H. Sutfin, of Lodge 204, died of Endocarditis, January 2, 1886.
229. A. L. Lewis, of Lodge 232, was killed in a Railroad Accident, February 13, 1886.
230. T. F. Laird, of Lodge 204, died of Acute Meningitis, February 18, 1886.
231. A. C. Sturdevant, of Lodge 3, died of Typhlitis, March 8, 1886.
232. V. N. Williams, of Lodge 216, died of Cramp Colic, August 9, 1886.
233. J. E. Boswell, of Lodge 7, died from the effects of Scalds, September 5, 1886.
234. Geo. Dye, of Lodge 11, was killed in a Railroad Accident, September 6, 1886.
235. Thomas Seveaney, of Lodge 118, was declared totally disabled with Heart Disease, September 8, 1886.
236. B. L. Farris, of Lodge 153, was declared totally disabled with Consumption, September 10, 1886.
237. R. A. Peasley, of Lodge 71, was Shot and Killed, September 10, 1886.
238. Michael Keefe, of Lodge 93, was killed in a Railroad Accident, September 13, 1886.
239. M. A. Hotham, of Lodge 235, was killed in a Railroad Accident, September 13, 1886.
240. Wm. E. Strout, of Lodge 12, died of Consumption, September 18, 1886.
241. J. A. Correll, of Lodge 132, was declared totally disabled with Consumption, September 21, 1886.
242. C. S. Swan, of Lodge 53, was declared totally disabled with Chronic Diarrhea, September 20, 1886.
243. F. C. Patton, of Lodge 82, was declared totally disabled on account of Fracture of Arm and Leg, September 20, 1886.
244. P. J. Jacobson, of Lodge 101, was declared totally disabled with Consumption, September 20, 1886.
245. A. J. Oliver, of Lodge 49, was declared totally disabled with loss of Eye-Sight, September 20, 1886.
246. John McKinney, of Lodge 48, was declared totally disabled with Compound Fracture of Arm, September 20, 1886.
247. George La Roy, of Lodge 130, was declared totally disabled with loss of Eye-Sight, September 20, 1886.
248. L. C. Lashley, of Lodge 201, died of Consumption, September 25, 1886.
249. Taylor Gill, of Lodge 292, suffered the Amputation of his Right Arm, October 1, 1886.
250. James Fetterly, of Lodge 127, was killed in a Railroad Accident, October 5, 1886.

NOTE.—~~225~~ Claims Nos. 225, 226, 227, 228, 229, 230, 231, 241, 242, 243, 244, 245, 246 and 247 were allowed by the Thirteenth Annual Convention.

NOTE.—~~225~~ In the October Assessment Notice, Claim No. 221, D. O. Brown, is credited with having been a member of Lodge 243. This is an error, it should have been Lodge 245.

The amount of Two DOLLARS is due on the above claims from all members whose names were on the rolls of membership October 5, 1886, and must be paid to your Financier on or before December 1, 1886. The Financier is required to forward the above assessment so it will reach the Grand Lodge on or before December 10, 1886. Members failing to make payment as above provided, will stand suspended from all the benefits of the Order during such arrearage, as per Sec. 4, of Art. 5, of the Constitution.

Fraternally yours,
EUGENE V. DEBS, G. S. and T.

Expulsions.

The following expulsions have been reported for the month of September:

Lodge.	NAMES.	Lodge.	NAMES.
1	J. M. Goodale.	132	F. Garvey.
1	J. Hartz.	132	J. W. Lindley.
1	W. F. Scales.	132	J. O'Connor.
3	J. Good.	136	S. B. Laidlaw.
3	A. Trembly.	136	T. Nottingham.
4	G. P. Harmon.	142	R. B. Boyd.
16	B. Miller.	142	C. W. Tucker.
23	W. Hubbard.	15	J. P. Newberry.
23	W. LeClaire.	159	M. A. Clark.
29	J. J. Burns.	161	H. A. Calnan.*
30	J. Mulken.	163	M. J. Shields.*
45	L. Harrison.	165	H. C. Lenhiem.
45	H. Cross.	167	W. Pepperd.
49	J. Dockens.	174	G. Deal.
49	A. Bufington.	174	W. H. Taylor.
49	Jno. Bolan.	174	C. Mann.
57	J. H. Canfield.	200	D. V. Musgrove.
57	H. C. Chase.	211	W. A. Gosner.
57	F. Carter.	214	B. J. McGinty.
57	W. J. Hall.	215	H. L. Gardner.
60	C. Crockett.	231	C. W. Curry.
60	B. Gallagher.	234	J. Nelson.
60	W. Dimmick.	236	L. B. Murray.
60	W. Fenton.	255	J. C. Hartsough.
77	P. Fitzsimmons.	257	T. Gathfield.
79	G. W. Kuowles.	257	M. Ohern.
82	J. Guilfoyle.	265	C. H. Revell.
82	H. O. White.	269	F. Hackathorn.
83	R. J. Oliphant.	269	L. L. Manson.
93	G. Keech.	269	J. Muggersidge.
101	J. Graham.	269	T. Rusk.
103	J. A. McHugh.	269	D. Ruttle.
113	F. C. Slader.	267	F. Curry.
122	R. H. Chesbro.	306	O. G. Leighton.
132	J. J. Canfield.	319	J. B. Ward.

* Contempt of Lodge.

All not marked, for non-payment.

Reinstatements.

The following reinstatements have been reported for the month of September:

Lodge.	NAMES.	Lodge.	NAMES.
16	T. Monahan.	142	W. Pitcher.
18	J. M. Perley.	171	R. Muirhead.
48	T. Curran.	187	M. Callahan.
49	A. Brown.	205	E. Scott.
52	B. F. Laing.	234	J. E. Wallace.
76	J. J. Wells.	235	J. Burgess.
120	F. R. Legg.		

OFFICE OF GRAND SECRETARY AND TREASURER. }
TERRE HAUTE, IND., October 1, 1886. }

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending September 3, 1886:

RECEIPTS.

Lodge Nos.	Back	Assessm'ts	Assessm't 22.	Assessm't 23.	TOTAL.
1	\$5	\$56			\$61 00
2	13	17			30 00
3	18	168			186 00
4	27	88			115 00
5	8	84			92 00
6	13	40			53 00
7	3	27			30 00
8	4	44			52 00
9	78	43			121 00
10	9	52			61 00
11	3	121			124 00
12	33	223			256 00
13	3	169			102 00
14	25	105			230 00
15	1	46			47 00
16	3	117			120 00
17	13	18			31 00
18	15	45			60 00
19	7	32			32 00
20	13	24			31 00
21	7	25			38 00
22	2	21			23 00
23	41	24			65 00
24	2	35			37 00
25	30	30			30 00
26	12	59			71 00
27	19	51			70 00
28	2	69			69 00
29	2	44			46 00
30	18	18			26 00
31	18	39			57 00
32	12	23			25 00
33	12	57			57 00
34	14	57			114 00
35	1	53			31 00
36	12	54			64 00
37	1	51			111 00
38	6	64			70 00
39	8	62			62 00
40	18	82			100 00
41	2	12			14 00
42	6	37			37 00
43	16	76			84 00
44	12	62			78 00
45	6	62			62 00
46	41	21			124 00
47	4	120			80 00
48	14	66			51 00
49	22	29			129 00
50	4	149			153 00
51	13	50			63 00
52	6	97			103 00
53	8	43			51 00
54	4	75			79 00
55	13	29			42 00
56	21	26			47 00
57	81	204			295 00
58	12	12			12 00
59	41	50			91 00
60	12	78			90 00
61	31	31			62 00
62	3	44			47 00
63	17	31			48 00
64	6	15			21 00
65	10	61			74 00
66	11	46			57 00
67	16	61			77 00
68	42	06			108 00
69	4	40			40 00
70	6	19			25 00
71	13	45			58 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back	Assessm'ts	Assessm't 22.	Assessm't 23.	TOTAL.
143	\$17	\$8			\$25 00
144	5	31			36 00
145	23	23			56 00
146	1	137			46 00
147	19	19			28 00
148	12	12			31 00
149	28	28			165 00
150	3	35			35 00
151	12	45			57 00
152	5	14			19 00
153	4	46			46 00
154	5	45			53 00
155	8	15			20 00
156	4	46			49 00
157	11	22			33 00
158	9	40			49 00
159	2	20			44 00
160	11	34			42 00
161	11	54			65 00
162	89	89			89 00
163	14	14			16 00
164	41	41			47 00
165	23	23			47 00
166	16	18			34 00
167	20	31			51 00
168	7	92			42 00
169	17	35			109 00
170	7	30			47 00
171	8	11			19 00
172	59	58			117 00
173	2	29			31 00
174	17	100			117 00
175	29	29			31 00
176	17	30			17 00
177	3	30			30 00
178	8	42			56 00
179	36	38			68 00
180	18	20			18 00
181	20	20			20 00
182	3	20			23 00
183	12	11			23 00
184	25	6			31 00
185	33	33			71 00
186	4	14			18 00
187	4	57			57 00
188	4	55			35 00
189	12	18			30 00
190	64	23			87 00
191	20	20			20 00
192	14	14			32 00
193	13	13			26 00
194	1	47			48 00
195	1	27			27 00
196	1	31			32 00
197	1	18			18 00
198	25	25			25 00
199	5	13			18 00
200	3	37			34 00
201	30	30			38 00
202	20	13			18 00
203	5	61			68 00
204	7	7			19 00
205	9	10			64 00
206	1	28			29 00
207	1	15			21 00
208	1	33			34 00
209	1	4			50 00
210	1	22			26 00
211	1	10			17 00
212	1	26			38 00
213	1	43			43 00
214	1	48			49 00
215	1	8			12 00
216	1	42			45 00
217	1	45			46 00
218	1	31			31 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't 22.	Assessm't 23.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't 22.	Assessm't 23.	TOTAL.
301	\$1	\$20		\$21 00	316	\$2	\$23		\$25 00
302		15		15 00	317		\$28		28 00
303	12	12		24 00	318				
304					319	30	\$31		61 00
305	3	23		25 00	320				
306	5	13		18 00	321		14		14 00
307		33		33 00	322		7		7 00
308	8	17		25 00	323		19		19 00
309	6	13		19 00	324		17		17 00
310		17		17 00	325		15		15 00
311		16	\$16	32 00	326				
312		19		19 00	327				
313	14	22		36 00	328		14		14 00
314					329		8		8 00
315		23		23 00	330		5		5 00

Balance on hand September 1 \$8,156 50
 Received during month 15,770 00

Total \$23,926 50

By claims 201, 202, 203, 204, 205, 206, 207, 208,
 209, 210, 211, 212 and 213 \$19,500 00

Balance on hand October 1 4,426 50

Respectfully submitted,

EUGENE V. DEBS, G. S. and T.

Notice to Absent Members.

A. W. JOHNSON.

A. W. Johnson, of Lodge No. 203, will please correspond with the Financier of his Lodge.

J. S. BROWN.

J. S. Brown, of Lodge No. 302, will please correspond with the Financier of his Lodge.

JNO. O. HAMILTON.

Jno. O. Hamilton, of Glencoe Lodge No. 298, is requested to correspond with the Financier of his Lodge.

J. J. WELLS.

J. J. Wells, of New Era Lodge, No. 76, is requested to correspond with the Financier of his Lodge, and thereby avoid trouble.

MEMBERS OF NO. 89.

Solomon Brown, Wm. E. Hill, Walter Hart and Thos. Quinlan are requested to correspond with the Financier of their Lodge.

MEMBERS OF NO. 167.

Thos. Williams and A. W. Clark, of Mt. Hood Lodge No. 167, are requested to correspond with the Financier of their Lodge at once.

Geo. COLE.

Any one knowing the whereabouts of Geo. Cole, formerly of West End Lodge No. 18, will confer a favor by addressing Wm. Boynton, Como, Colorado.

CHARLES LAING.

Any one knowing the whereabouts of Charles Laing will please notify the Grand Secretary B. of L. F., Terre Haute, Ind. When last heard from he was at Negaunee, Mich., on a branch of the C. & N. W. R. R.

Notice to Magazine Agents.

The prize for 1886 will be awarded December 31st to the Agent having the largest number of paid subscribers on that day. The prize is *Five Hundred (\$500.00) Dollars in Cash*, which will go a long way toward building a home for the lucky Agent who receives it. You have still two months in which to work for the prize, and a few additional subscribers may secure it for you. Get all the subscriptions you can and do not cease canvassing until the last day of the year.

Grand Lodge Notice.

NOTICE TO PRINTERS AND PUBLISHERS.

OFFICE OF THE GRAND LODGE
 BROTHERHOOD OF LOCOMOTIVE FIREMEN,
 TERRE HAUTE, IND., Nov. 1, 1886.

Sealed proposals will be received by the Grand Secretary and Treasurer of the Brotherhood of Locomotive Firemen for printing, binding and mailing the Locomotive Firemen's Magazine for 1887, also for printing the blank forms and supplies to be used by the Grand and Subordinate Lodges during the said year. Parties desiring to bid will apply to the Grand Secretary and Treasurer for printed specifications. The contract will be awarded December 1, and all bids must be made previous to that date. The Grand Lodge reserves the right to reject any and all bids. All bids must be directed to Eugene V. Debs, Grand Secretary and Treasurer, Terre Haute, Ind.

EUGENE V. DEBS, F. P. SARGENT,
 Grand Secretary and Treasurer. Grand Master.

Correction.

S. R. Hedger, of Smoky City Lodge No. 219, was reported by mistake in October Magazine as expelled, hence the correction.

Grand Lodge.

F. P. Sargent Grand Master
 Terre Haute, Indiana.

J. J. Hannahan Vice Grand Master
 Box 655, Englewood, Ill.

E. V. Debs Grand Secretary and Treasurer
 Terre Haute, Indiana.

J. J. Hannahan Grand Organizer and Instructor
 Box 655, Englewood, Ill.

TRUSTEES.

C. W. Gardner Fort Dodge, Iowa
 C. C. Sutherland Creston, Iowa
 L. P. Smith, 292 Fulton St Chicago, Ill.

EXECUTIVE COMMITTEE.

H. Walton, 4080 Spring Garden St.,
 West Philadelphia, Pa.
 W. E. Burns, 122 Newberry Ave Chicago, Ill.
 F. X. Holl, 1301 Second St. So Minneapolis, Minn.
 J. J. Leahy, 2627 Fremont St Philadelphia, Pa.
 W. H. McDonnell, 210 E. Market St Scranton, Pa.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.

Meets every Sunday at 2 P. M.

G. Carmer Master
 J. E. Cook, Box 215 Secretary
 C. E. Barkman Financier

2. HAND IN HAND; Providence, R. I.

Meets 2d Monday of each month.

G. T. Lowe, 10 Condat St Master
 H. Atwood, 5 Liberty St Secretary
 J. W. Williams, 27 Jefferson St Financier

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets 2d and 4th Sundays, Cor. Grove and Fourth Sts.

R. H. Thornhill, 3 Alexander Row, St.
 Paul Ave Master
 R. H. Roden, 72 Erie St Secretary
 G. Auchter, 205 Third St Financier

4. GREAT EASTERN; Portland, Maine.

Meet at 53 Temple St., Cor. Congress St., in Congress Hall, 2d and 4th Saturdays at 1 P. M.

L. G. Shaw, 82 Lincoln St Master
 L. P. Bailey, 29 May St Secretary
 F. A. Hull, 49 Hanover St Financier

5. CHARITY; St. Thomas, Ontario.

Meets every Tuesday.

T. Quirk, Box 784 Master
 A. S. Adams, Box 1313 Secretary
 T. L. Hoyt, Box 784 Financier

6. **PRIDE OF THE WEST; Denoto, Mo.**
Meets 1st and 3d Mondays at 1 P. M.
W. J. Edy Master
F. Parker Secretary
R. H. Lanhan Financier
7. **POTOMAC; Washington, D. C.**
Meets Cor. 13½ and E St. N. W., 1st and 3d Thursdays at 1 P. M. sharp
J. B. May 477½ F. St. S. W. Master
W. C. Jasper, 489 Missouri Ave Secretary
E. B. Hunt, 86 Maryland Ave., Baltimore, Md Financier
8. **BED RIVER; Denison City, Texas.**
Meets 1st and 3d Saturdays at 2 P. M. and 2d and 4th Saturdays at 8 P. M. in K. of L. Hall.
O. Cox Master
D. T. Reece Secretary
C. Royce Financier
9. **FRANKLIN; Columbus, Ohio.**
Meets 1st Monday and 3d Tuesday at 7:30 P. M.
W. J. Evans Master
C. C. Coit, 204 Baird St. Secretary
J. D. Coffey, 129 N. 20th St. Financier
10. **FOREST CITY; Cleveland, Ohio.**
Meet every other Sunday at 182 Ontario St., at 2 P. M.
J. Saunders, 361 Harbor St. Master
A. G. Laubscher, Seward St., W. Cleveland Secretary
F. C. Whitmore, 143 Sterling Ave Financier
11. **EXCELSIOR; Phillipsburg, N. J.**
Meets 2d and 4th Sundays at 2 P. M.
T. F. Ayers Master
C. W. Vannatta Secretary
J. W. Sinclair, L. Box 96 Financier
12. **BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 198 Seneca St.
J. F. Hayes, 368 Seneca St. Master
Wm. J. Bruman, 395 Swan St. Secretary
A. L. Jacobs, 543 S. Division St. Financier
13. **WASHINGTON; Jersey City, N. J.**
Meet 4th Sunday at 10:30 A. M. in Masonic Hall.
W. W. Snyder, Box 333, Somerville, N. Y. Master
F. R. Degroff, 260 Communipaw Ave Secretary
C. A. Wilson, 147 Pacific Ave Financier
14. **EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. at 34 W. Washington St., fourth floor.
E. Waters, 246 S. West St. Master
J. Sharkey, L. B. & W. Shops Secretary
Wm. Hugo, 79 N. Noble St. Financier
15. **ST. LAWRENCE; Montreal, Canada.**
Meets alternate Sundays at 2:30 P. M.
E. Upton, 13 Shearer St. Master
G. Kell Secretary
T. A. Dickson, 72 Mullin St. Financier
16. **VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs Master
J. F. O'Reilly, 617 N. 5th St. Secretary
C. A. Bennett, 1004 N. 9th St. Financier
17. **OLD POST; Vincennes, Ind.**
Meets in K. of P. Hall, every Sunday at 2 P. M.
F. Esch, O. & M. Shops Master
C. S. Walters, Box 200 Secretary
W. H. Carter, O. & M. Shops Financier
18. **WEST END; Slater, Mo.**
Meets every Saturday at 7:30 P. M.
W. H. Swan, Box 270 Master
C. S. Frazier Secretary
G. W. Michel Financier
19. **TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:30 P. M.
H. M. Johnson Master
W. B. Tanneey Secretary
A. R. Arthur Financier
20. **STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 P. M.
G. Morse Master
G. C. Wells, Box 117 Secretary
C. H. Laird Financier
21. **INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M. S. W. cor. Broadway and Carroll Sts.
A. Williams, 1540 Gratiot St. Master
H. Blocker, 1822 Menard St. Secretary
W. A. Murphy, 1500 Poplar St. Financier
22. **CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
M. Stillwell, L. Box 78 Master
L. L. Johnson, L. Box 111 Secretary
L. Sullivan, Box 367 Financier
23. **PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Sundays.
F. Elliott, Box 93 Master
J. S. Ott, Box 381 Secretary
T. H. Williams, Box 37 Financier
24. **GREAT WESTERN; Parsons, Kansas.**
Meet in I. O. F. Hall every Wednesday at 2 P. M.
A. P. Fraker Master
L. D. Harrington, Box 338 Secretary
E. J. Powell Financier
25. **CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays.
T. W. Smith Master
J. P. Ashton Secretary
O. Dougherty Financier
26. **ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays at 7:30 P. M.
S. H. Wood, Box 912 Master
F. Snyder Secretary
A. E. Brown, Box 1057 Financier
27. **HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d and 4th Sundays.
W. C. Byers, 332 F Ave. W. Master
S. W. Thorp, 89 2d St. West Secretary
W. Turner, Box 917 Financier
28. **ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
S. J. Crockett Master
H. B. Maxwell Secretary
W. A. Thompson, L. Box 204 Financier
29. **CERRO GORDO; Mason City, Iowa.**
Meets S. E. cor. 2d and Commercial St.
P. A. Loveland, Box 638 Master
J. Fulton Secretary
A. H. Tucker Financier
30. **CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
J. R. Miller Master
E. T. Gregory Secretary
R. A. Corson, Box 406 Financier
31. **B. R. CENTRE; Atchison, Kansas.**
Meet cor. 3d and Commercial St., at 2 P. M.
T. E. Jordan, East Atchison, Mo. Master
C. H. Salisbury, 103 N. Liberty St. Secretary
F. W. Pansch, 1001 Commercial St. Financier
32. **BORDER; Ellis, Kansas.**
J. H. Houston Master
T. McMahon, Box 230 Secretary
G. M. McClure, Box 205 Financier
33. **SUCCESS; Trenton, Mo.**
Meets 1st and 3d Mondays at 2 P. M. and 2d and 4th Mondays at 7 P. M.
C. J. Snyder Master
R. Sugg Secretary
W. Eckerman Financier

34. **CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
R. Primrose, Box 1146 Master
J. M. Wheeler Secretary
F. A. Kinch, Box 381 Financier
35. **AMBOY; Amboy, Ill.**
Meets 1st and 3d Sundays at 3 P. M.
G. W. Bainter, Box 498 Master
J. F. Maloney, Box 389 Secretary
G. W. Bainter, Box 498 Financier
36. **TIPPECANOE; Lafayette, Ind.**
Meets every Sunday at 2 P. M.
C. Ernst, 159 Salem St. Master
W. J. Weply, L. & E. W. Shops Secretary
W. H. Willoughby, 29 N. 3d St. Financier
37. **NEW HOPE; Centralia, Ill.**
Meets 1st and 3d Sundays at 2 P. M., in Engineer's
Hall, Broadway, bet. Chestnut and Walnut.
J. M. Shepherd, Box 554 Master
W. D. Holton Secretary
C. H. Randall Financier
38. **AYON; Stratford, Ontario.**
Meets in A. O. F. Hall 1st and 3d Sundays at 2 P. M.
S. J. McKown, Box 318 Master
J. T. Burke, Box 318 Secretary
G. Nursey, Box 318 Financier
39. **TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M. in Engineer's
Hall.
C. H. Church, C., R. I. & P. Round House, Master
G. J. M. Colburn, Box 113 Secretary
G. J. M. Colburn, Box 113 Financier
40. **BLOOMING; Bloomington, Ill.**
Meets 910 W. Chestnut st., every Tuesday evening.
at 7:30 P. M.
E. Browning, 714 1/2 W. Washington St. Master
W. Cavanaugh, 902 N. Lee St. Secretary
W. Cavanaugh, 902 N. Lee St. Financier
41. **ONWARD; Dickinson, Dakota.**
Meets every Sunday at 7:30 P. M.
O. Dasky Master
W. L. Cunningham, L. Box 215 Secretary
E. E. Hayden Financier
42. **ELMO; Madison, Wis.**
Meets 2d and 4th Sundays.
M. O'Loughlin, 607 W. Dayton St. Master
J. Parish, Clymer St. Secretary
W. D. Scampton, 911 W. Johnson St. Financier
43. **ST. JOSEPH; St. Joseph, Mo.**
Meets 2d and 4th Sundays at 2:30 P. M.
J. E. Shortell, 705 So. 10th St. Master
E. R. Patterson, Southwest Corner 10th
and Mitchell Sts. Secretary
J. Hyndman, 2216 S. 6th St. Financier
44. **F. W. ARNOLD; East St. Louis, Ill.**
Meets in Jackie'sch Hall alternate Tuesdays, 7:30
P. M.
J. T. Sullivan, Box 116 Master
T. J. Hayes Secretary
J. Bisson, L. Box 38 Financier
45. **ROSE CITY; Little Rock, Ark.**
Meets every Monday at 7:30 P. M.
W. N. Horton, 1704 W. 3d St. Master
H. H. Burrus, 1223 W. 4th St. Secretary
T. A. Howell, 1704 W. 3d St. Financier
46. **CAPITAL; Springfield, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
C. W. Glyson, 1200 S. 4th St. Master
F. Pratt, E. Washington St. Secretary
J. Shafer, 820 S. 8th St. Financier
47. **TRIUMPHANT; Chicago, Ill.**
Meet N. W. Cor. LaSalle and Adams St., Hall C.
1st Sunday at 2 P. M. and 3d Saturday at 7:30
P. M.
T. A. Deegan, Box 58, Brighton Park, Ill. Master
L. Zunkel, 109 Johnson St. Secretary
E. J. McGuirk, 3 E Washington St. Financier
48. **W. F. HYNES; Peoria, Ill.**
Meet at 105 S. Adams St. 1st and 3d Sundays at 2
P. M.
W. Baugh, T. P. & W. Engine House Master
W. A. McMillan, 343 New st Secretary
G. C. Watt, 617 1st St. Financier
49. **J. M. RAYMOND; Decatur, Ill.**
Meet Cor. R. R. Ave. and Eldorado St. every Sun-
day at 3 P. M.
C. E. Walker, 1330 E. William St. Master
E. Higgins, 1261 E. Eldorado St. Secretary
L. Miesse, 1021 E. Eldorado St. Financier
50. **GARDEN CITY; Chicago, Ill.**
Meet Cor. 7th and State Sts. 1st and 3d Satur-
days at 8 P. M.
H. W. Rouscup, 5458 School St. Master
J. J. Coffey, 4142 Wentworth Ave Secretary
T. P. Adams, 4603 Dearborn St. Financier
51. **FRISCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Ma-
sonic Hall.
E. A. Bush, Box 291 Master
M. Gaffney Secretary
G. E. Dillard, Box 264 Financier
52. **GOOD WILL; Logansport, Ind.**
Meet Cor. 12th and Spear Sts. Sundays at 2 P. M.
A. Swadner Master
F. P. Jackson, L. Box 626 Secretary
E. H. Laing, L. Box 626 Financier
53. **EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays at 2:30 P. M., in A. O.
U. W. Hall.
J. Turnpaugh Master
W. Gilpin, Box 1426 Secretary
J. Gallagher, Box 1172 Financier
54. **ANCHOR; Moberly, Mo.**
Meet in Supplies' Hall every Tuesday at 7:30 P. M.
W. P. Carlisle, Box 802 Master
L. T. Burton, Box 785 Secretary
R. A. Blades, L. Box 1474 Financier
55. **BLUFF CITY; Memphis, Tenn.**
Meet 2d and 4th Thursday nights Cor. 2d and
Adams Sts.
J. Sellers, L. & N. Shops Master
J. Wagner, L. & N. Shops Secretary
W. A. Ashley, L. & N. Shops Financier
56. **BANNER; Stanberry, Mo.**
Meets every Saturday at 7 P. M.
M. Turnham, Box 212 Master
W. B. Gendung Secretary
W. E. Baldwin, L. Box 400 Financier
57. **BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays at 10 A. M.
F. A. Bushnell, N. Y. & N. E. Round
House, S. Boston, Mass. Master
R. P. Jones, 197 Summer St., E. Boston. Secretary
A. W. Spurr, 76 Hammond St. Financier
58. **SACRAMENTO; Rocklin, Cal.**
Meet every Sunday at 2 P. M. in Masonic Hall.
L. G. Jeardeau Master
J. P. Clark, Box 68 Secretary
G. W. Culver Financier
59. **ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday night.
M. M. Zumbum Master
M. N. Lines Secretary
C. S. Walker Financier
60. **UNITED; Philadelphia, Pa.**
Meet at 2204 Marshall St. alternate Sundays at
9:30 A. M.
F. L. McGill, 2132 Thouran St. Master
J. A. Minges, 1714 W. Front St. Secretary
J. Shepherd, 2510 Alder St. Financier

- 61. MINNEHABA; St. Paul, Minn.**
Meets 2d and 4th Sundays at 3 P. M.
L. Sharpless, Jr., 682 Armstrong st. Master
F. Maher, 221 Penn ave Secretary
P. Curriegan, 985 Rice St. Financier
- 62. VANBERGEN; Carbondale, Pa.**
Meet at Odd Fellows' Hall, Cor. Church and Raftery Sts., 2d and 4th Sundays at 3 P. M.
D. Wilson Master
A. W. Banks Secretary
O. E. Histed, L. Box 855 Financier
- 63. HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gidding's hall, 24, E. Main st.
M. Brown, Vandercook, Ill. Master
S. Smith, Box 772 Secretary
M. Brown, Vandercook, Ill. Financier
- 64. SIOUX; Sioux City, Iowa.**
Meets cor 4th and Douglas Sts 2d and 4th Sundays.
G. M. Martin, Box 298 Master
Jos. Coyle, Box 408 Secretary
G. M. Martin, Box 298 Financier
- 65. FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 348 Master
H. H. Richardson Secretary
J. Debar Financier
- 66. CHALLENGE; Belleville, Ontario.**
Meet 2d and 4th Sundays at 2:30 P. M. at 223 Station St.
R. Milne Master
C. Spry, G. T. Ry Secretary
J. Logue, Box 10, Bellville Sta., Ontario. Financier
- 67. DOMINION; Toronto, Canada.**
Meet in Occident Hall 1st and 3d Sundays at 2:30 P. M.
J. W. Lamb, 10 Mand St Master
S. Vaughan, 275 King St. West Secretary
J. Pratt, 73 Huron St. Financier
- 68. EAU CLAIRE; Altoona, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
J. L. Hafer, Altoona, Wis. Master
C. H. Dexter, Box 43, Altoona, Wis. Secretary
J. B. Hurley, Box 141, Altoona, Wis. Financier
- 69. ISLAND CITY; Brockville, Ontario.**
Meet alternate Thursdays at 7:30 P. M. King St., over Barnes' Dry Goods Store.
W. H. Parsley Master
W. Strong Secretary
J. J. Beehler Financier
- 70. LONE STAR; Longview, Texas.**
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. Crowley, Box 411 Master
O. P. Cuberly, Box 411 Secretary
J. H. Doan, Box 411 Financier
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meet 2d and 4th Sundays at 7 P. M. at B. of L. E. Hall.
C. C. Bunker, Box 672 Master
J. E. Ryan, Box 637 Secretary
P. Stillwell, Box 656 Financier
- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays at 2 P. M.
W. Wiggins, 45 Cooper St Master
H. Harris, 446 Henry St Secretary
J. Gibbs, Collinswood, N. J. Financier
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 1 P. M.
J. Crawford, 6 Salem St Master
E. Cudworth, 43 Cutter St Secretary
G. F. Newton, 6 Riley St Financier
- 74. KANSAS CITY; Kansas City, Mo.**
Meet at 1215 N. 9th St. alternate Mondays at 7:30 P. M.
McDonnell, 812 Bank St Master
J. Leonard, 1819 Mercer St Secretary
L. F. Stephens, Cor. 8th and Woodland Ave Financier
- 75. ENTERPRISE; Philadelphia, Pa.**
Meet N. E. Cor. 39th and Market Sts. alternate Sundays at 1 P. M.
J. F. Mohn, 126 N 32d St., W. Philadelphia. Master
H. Walton, 4980 Spring Garden St Secretary
F. Dupell, 3621 Aspen St. Financier
- 76. NEW ERA; Barnesville, Minn.**
Meets 2d and 4th Sundays at 2 P. M.
J. Myler Master
G. L. Lovelace Secretary
J. C. Nolan, L. Box 235, Breckenridge, Minn Financier
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M. in B. of L. F. Hall, 375 Larimer st.
C. L. Heller, 230 27th St Master
W. F. Brundage, 292 1/2 Larimer St Secretary
O. W. Richardson, Box 2472 Financier
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets every Saturday at 7:30 P. M. at 909 E. 3d St.
M. Dolan Master
C. W. Goodwin, 620 Summit St. Secretary
W. W. Wiley, 255 E. Saline St. Financier
- 79. J. M. DODGE; Roodhouse, Ill.**
Meet in B. of L. E. Hall 2d and 4th Sundays and 1st and 3d Mondays.
N. E. Pember Master
W. E. S. Gibson, Box 1134 Secretary
J. Hyndman Financier
- 80. SELF HELP; Aurora, Ill.**
Meets over Nos. 8 and 10 Broadway.
W. B. Ritter, Flagg St. Master
D. C. Wood, 58 N. Anderson St. Secretary
G. Goding, Box 252 Financier
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F. hall, 6th st So.
H. Barnes, Box 1305 Master
W. J. Bain, Box 1856 Secretary
W. F. Ripson, Box 1827 Financier
- 82. NORTHWESTERN; Minneapolis, Minn.**
Meet Cor. Nicollet Ave. and 3d St. 1st Saturday at 7:30 P. M. and 3d Sunday at 2 P. M.
F. X. Holl, 1301 2d St. So Master
W. T. Nichel, 1819 3d Ave. N. Secretary
W. E. Richmond, 820 N. Girard Ave. Financier
- 83. TRINITY; Fort Worth, Texas.**
Meets every Friday at 8 P. M.
J. G. Nash, L. Box 406 Master
P. J. Kitson, Box 406 Secretary
I. M. Dean, Box 406 Financier
- 84. CALHOUN; Battle Creek, Mich.**
Meets 1st Monday at 7:30 P. M. and 2d and 4th Sundays at 2:30 P. M. in Engineers' Hall.
G. Kelley Master
D. Coughlin, Box 717 Secretary
T. W. Taylor, 38 Irving St. Financier
- 85. FARGO; Fargo, Dakota.**
Meet Cor. Robert and Second Aves. 2d and 4th Sundays at 2 P. M.
E. Jamison, L. Box 553 Master
R. Roggeveen, L. Box 1026 Secretary
A. Bassett, Box 1798 Financier
- 86. BLACK HILLS; Laramie City, Wyoming.**
Meet at 7:30 P. M. Friday evening in K. L. Hall
F. E. Roffce, Box 136 Master
S. N. Ware, L. Box 465 Secretary
J. W. Costin, Box 165 Financier
- 87. SUMMIT; Rawlins, Wyoming.**
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at 7:30 P. M.
J. A. Measures Master
J. Doherty Secretary
G. Jordan Financier

- 88. MORNING STAR; Evanston, Wyoming.**
Meets every Sunday at 2:30 P. M. in I.O.O.F. Hall.
A. Payne, Box 109 Master
H. N. Bodine Secretary
H. Honn Financier
- 89. SILVER STATE; Carlin, Nevada.**
Meets Tuesday evenings in Firemen and Eng'r's hall
W. R. Capell Master
Wm. TenEck Secretary
B. F. Rondebush Financier
- 90. SAN DIEGO; National City, Cal.**
Meets 2d and 4th Sundays in Drango's Hall at 2 P. M.
R. V. Dodge, Box 317, San Diego Master
J. M. Dodge, Box 317, San Diego Secretary
M. L. Cole, National City, Cal. Financier
- 91. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 7 P. M. and 3d Sunday at 11 A. M., Cor. Valentine and 16th Sts.
J. Hewitt, S. P. R. R. Shops Master
W. G. Bradshaw, 2351 16th St. Secretary
W. G. Bradshaw, 2351 16th St. Financier
- 92. FRONTIER CITY; Oswego, N. Y.**
Meets 2d and 4th Sundays at 2 P. M., in Ontario & Western Passenger Depot.
J. Terrott, 50 E. Ninth St. Master
G. E. McCathron, 224 W. 6th St. Secretary
S. C. Forsyth, 180 W. Utica St. Financier
- 93. GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., in Horn's hall, Cor. 8th and Main sts.
G. Waddie, 507 Main St. Master
F. Scherer, 1227 Fulton St. Secretary
J. H. Carter, 507 Main St. Financier
- 94. CACTUS; Tucson, Arizona.**
Meet Cor. Pennington and Tool Ave. 1st and 3d Tuesdays at 7 P. M.
O. L. Brown, Box 218 Master
A. W. McQueen, Box 218 Secretary
J. J. Lucy, Box 218 Financier
- 95. CHICAGO; Chicago, Ill.**
Meet 1st Tuesday and 3d Friday at 7:30 P. M. and 1st Sunday at 9:30 A. M. at 237 Milwaukee Ave.
C. B. Johnson, 192 Halsted St. Master
O. Olson, 124 N. Green St. Secretary
E. W. Wallbaum, 390 Larrabee St. Financier
- 96. ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays, in Engineer's hall, Main St., bet. 12th and 13th sts.
J. A. Workman, Box 273 Master
W. S. Hamilton, Box 268 Secretary
I. Cable, Box 685 Financier
- 97. ORANGE GROVE; Los Angeles, Cal.**
Meets the 1st, 10th and 20th at 2 P. M.
J. B. Moser, Box 72 Master
E. E. Ballon, Box 72 Secretary
F. C. Bishop, Box 72 Financier
- 98. PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday.
F. J. Coker Master
E. J. Turner Secretary
A. Ludlam, Wells, Nev. Financier
- 99. ROCHESTER; Rochester, N. Y.**
Meets 2d and 4th Wednesdays at 8 P. M.
O. A. Lambert, 6 Fairmount St. Master
E. E. Pruyer, 21 First Ave. Secretary
G. Kingsley, 22 Upton Park Financier
- 100. ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
P. J. Burke Master
W. H. Hawkins Secretary
J. H. Fenwick Financier
- 101. ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 N. Pine st.
T. H. Miller, Box 385 Master
F. A. Neely, Box 476 Secretary
J. F. Bryan, L. Box 319 Financier
- 102. CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M., S. E. cor. Sycamore and Sixth St.
H. S. Hammer, Box 118 Master
B. F. Broskie, Graffe House Secretary
F. S. Payne, 710 S. 7th St. Financier
- 103. FALLS CITY; Louisville, Ky.**
Meet every Thursday at 2 P. M. at Colgan's Hall.
H. Blume, 1000 Tenth St. Master
C. H. Rae, 1242 Twelfth St. Secretary
J. J. Lawson, 1329 Madison St. Financier
- 104. "OLD KENTUCKY;" Ludlow, Ky.**
Meet at I. O. O. F. Hall 1st and 3d Thursdays at 7 P. M.
J. Doran Master
H. G. Chrisinger, Box 78 Secretary
M. J. Connolly, Box 3 Financier
- 105. PROGRESS; Galesburg, Ill.**
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M. in Engineers' Hall, N. side Main St.
R. H. Lacey, 219 E. Berrian St. Master
W. Heath, 425 E. Main St. Secretary
S. D. Lowe, 917 So. Kellogg Financier
- 106. KEY CITY; Dubuque, Iowa.**
Meets over M. M.'s Office 2d and 4th Sundays at 2 P. M.
E. J. Cummings, 1871 Washington St. Master
D. W. Mason, 420 High St. Secretary
J. P. Sandry, 162 High St. Financier
- 107. ECLIPSE; Gallon, Ohio.**
Meets every Thursday at 7:30 P. M. in B. L. E. Hall, cor. W. Main St. and Public Square.
J. T. Mitchell Master
E. W. Armor, Box 701 Secretary
J. A. Farnworth, Box 283 Financier
- 108. PIONEER; Chama, New Mexico.**
Meet in D. & R. G. Passenger Depot every Wednesday at 7:30 P. M.
H. Berndt, Box 17 Master
W. Gordon, Box 20 Secretary
J. C. McCabe, Box 8 Financier
- 109. PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays at 7:30 P. M.
C. E. Amos Master
W. M. White, 710 S. Broadway Secretary
J. L. Pate, 3117 Rutger St. Financier
- 110. OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield Sts.
J. R. Gordon, L. Box 235 Master
S. Hurr, Box 114 Secretary
E. Stauffer Financier
- 111. BEACON; Mattoon, Ill.**
Meets in B. L. E. Hall every Tuesdays at 7:30 P. M.
R. W. O'Brien, Box 45 Master
M. J. Heffernan Secretary
C. J. Singleton, Box 50 Financier
- 112. EVENING STAR; Mt. Vernon, Ill.**
Meet 1st and 3d Sundays at 6:30 P. M. in Masonic Hall.
S. R. Wild Master
J. C. Branham Secretary
J. C. Branham Financier
- 113. CLARK-KIMBALL; Eagle Rock, Idaho.**
Meets every Thursday at 7:30 P. M. in Engineer's Hall.
W. J. Ingling, Box 41 Master
O. R. Godale, Box 41 Secretary
T. Moore, Box 41 Financier
- 114. MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M.
J. A. Maxwell, Box 130 Master
J. B. Lilly Secretary
W. S. McGuire, Box 408 Financier
- 115. GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays.
H. L. Briggs, 564 E. Church St. Master
J. Killeen, Post Office St, near 36th Secretary
W. Powell, Northeast Corner 39th St. and Broadway Financier

- 116. ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays.
M. D. Anderson Master
W. Dingwall, Box 600, Fort Huron, Mich. Secretary
O. Bloodgett Financier
- 117. BEAVER; London, Ontario.**
Meets 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.
R. Hornsby, 146 Clarence St Master
E. Chapman, 151 Clarence St Secretary
S. T. Fletcher, 221 Maitland St Financier
- 118. STAR OF THE EAST; Richmond, Quebec.**
Meets in Pierson's Hall Wednesdays at 7:30 P. M.
S. D. House Master
G. A. Pearson, Richmond Station Secretary
J. Damant, Richmond Station Financier
- 119. COLONIAL; River du Loup, Quebec.**
Meets every Wednesday at 8 P. M.
G. Findlay, Hadlow Cove, S. Quebec Master
L. D. Poulin, I. C. Ry. Station Secretary
W. Carmichael, I. C. Ry. Sta Financier
- 120. FORTUNE; Syracuse, N. Y.**
Meets every Tuesday at 7:30 P. M. in C. M. B. A. Hall.
E. F. McNulty, 2 Wall St Master
W. B. Church, 2 Grace St Secretary
L. G. Rousson, 58 Gertrude St Financier
- 121. FELLOWSHIP; Corning, N. Y.**
Meet 1st and 3d Sundays at 8 P. M. in K. of H. Hall
J. L. Krebs Master
F. E. Hanmer Secretary
G. R. Quick, L. Box 232 Financier
- 122. H. B. STONE; Beardstown, Ill.**
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 Master
H. Henson, Box 397 Secretary
J. W. Flickwir, Box 71 Financier
- 123. OVERLAND; Omaha, Neb.**
Meets every Wednesday at 7 P. M.
L. H. Winslow, 315 N. 14th St Master
C. D. Sperry, 1116 S. 6th St Secretary
James B. Fair, 912 So 12th St Financier
- 124. PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays.
H. Draper Master
T. Quinn, Box 585 Secretary
H. A. Draper Financier
- 125. GUIDE; Marshalltown, Iowa.**
Meets 2d and 4th Sundays at 1:30 P. M.
J. M. Speers Master
F. G. Stewart Secretary
M. Kelleher Financier
- 126. COMET; Austin, Minn.**
Meet at 102 Main St. 2d and 4th Sundays at 8 P. M.
E. Ames Master
F. A. Fairbanks Secretary
A. Olson Financier
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets 1st Wednesday and 3d Sunday.
J. Wellington, 104 Alexander St Master
J. Barnes, 184 Ross St Secretary
J. G. Jonah, 226 McWilliams St Financier
- 128. LANDMARK; Glendive, Montana.**
Meets 1st and 3d Sundays at 2 P. M.
J. W. Clayton, Box 24 Master
T. J. Pollard, Box 55 Secretary
S. E. Burns Financier
- 129. MINERAL KING; Escanaba, Mich.**
Meet 2d and 4th Sundays at 2 P. M. in B. of L. E. Hall.
R. E. Gorham, Box 422 Master
T. Faulkes Secretary
J. S. Rogers, Box 601 Financier
- 130. GUIDING STAR; Milwaukee, Wis.**
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAuliff, West Milwaukee Master
G. C. Thomas, 308 Florida St Secretary
H. L. Nichols, 342 VanBuren St Financier
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meet in Redfield's Hall 2d and 4th Sundays at 2:30 P. M. and 1st and 3d Fridays at 7 P. M.
M. J. Moore, Menasha, Wis Master
W. D. Gotz Secretary
W. S. Collins Financier
- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meet in Howell's Hall, Broadway, Depot Block.
1st and 3d Sundays at 2:30 P. M.
J. H. Howell, Box 7 Master
L. V. Roberts, Box 318 Secretary
W. J. Coleman, Box 7 Financier
- 133. SPRAGUE; Sprague, Washington Ty.**
Meets in Masonic hall, 2d and 4th Sundays.
J. Bruce Master
W. G. Houghton Secretary
C. Rose Financier
- 134. EASTMAN; Farnham, Quebec.**
Meets 2d Mondays at 8 P. M. and 4th Sundays at 9 P. M.
H. E. Rodgers Master
H. E. Cowan Secretary
E. W. Gibson, Farnham, Que Financier
- 135. NEW YEAR; El Paso, Texas.**
Meet in B. of L. F. Hall every Tuesday at 7 P. M.
H. S. Sheeler, L. Box 184 Master
E. E. Smith, L. Box 184 Secretary
C. McArthur, L. Box 184 Financier
- 136. J. SCOTT; Port Hope, Ontario.**
Meet north side Wilton St., two doors west of Mechanic Institute, alternate Sundays at 2 P. M.
T. A. Pratt, Box 166 Master
G. Pratt, Box 166 Secretary
T. J. Dayman, Box 166 Financier
- 137. PROTECTION, Eldon, Iowa.**
Meets 2d and 4th Mondays.
A. L. Brighton Master
J. T. Hull, Box 196 Secretary
A. Shunterman Financier
- 138. UNION; Freeport, Ill.**
Meet in A. O. V. F. Hall 2d and 4th Sundays at 2 P. M.
W. Brubaker, Box 644 Master
S. Shaughnessy, Box 1489 Secretary
W. G. Powell Financier
- 139. MT. WHITNEY; Tulare, Cal.**
Meets every Sunday at 2 P. M.
H. E. Treadwell Master
S. M. Storer Secretary
G. W. Carter Financier
- 140. MOUNT OURAY; Salida, Colo.**
Meets every Monday at 7:30 P. M., in Masonic Hall.
R. S. Chinn, L. Box 599 Master
J. L. West, Box 39 Secretary
C. Warman, L. Box 599 Financier
- 141. A. G. PORTER; Fort Wayne, Ind.**
Meet at 140 Calhoun St. every Wednesday at 7:30 P. M.
C. M. Lewis, 94 Davison St Master
R. E. Kelley, 108 W. 3d St Secretary
J. J. Fox, 21 Hamilton St Financier
- 142. C. R. WHIPPLE; Toledo, Ohio.**
Meets 1st and 3d Sundays and 2d Wednesday, over 315 Broadway.
J. M. Gorman, 40 Middle St Master
L. H. Heeman, 130 Segur Ave Secretary
G. W. Nesper, 420 Broadway Financier
- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
J. M. White, 1714 Lincoln St Master
G. W. Randall, 817 E 16th st, E Oakland, Secretary
F. S. Small, 914 Wood St Financier

144. **SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st Saturday at 8 P. M. and 3d Sunday at 1 P. M. in Patterson's Hall, I. C. R. Depot.
J. Devereaux Master
E. Kean Secretary
W. Bastin, Box 450 Financier
145. **DAVY CROCKETT; San Antonio, Texas.**
Meet in K. P. Hall every Thursday at 2 P. M.
J. Sullivan, 1110 Ave. D Master
J. S. Doan, 517 Ave. B Secretary
H. M. Brown, 818 Ave. D Financier
146. **BAYOU CITY; Houston, Texas.**
L. McAuliff, 52 Houston Ave Master
H. H. Daniels, T. & N. O. Shops Secretary
M. D. Homan, 27 Providence St. Financier
147. **MIDLAND; Temple, Texas.**
Meet in K. P. Hall every Sunday at 3 P. M.
J. M. Russ Master
J. Welsh Secretary
P. E. Corcoran Financier
148. **SUNNY SOUTH; Tyler, Texas.**
Meets every Friday at 7:30 P. M.
R. Voss Master
M. Hogan Secretary
J. McGough, Box 1342 Financier
149. **JUST IN TIME; New York, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 50th street.
F. C. Donigan, 170 Clinton St. Master
E. C. Prescott, 171 Court St, Brooklyn, N. Y. Secretary
S. Loasby, 2424 8th Ave Financier
150. **S. M. STEVENS; Marquette, Mich.**
Meets 2d and 4th Sundays at 2 P. M., cor. Washington and 3d sts.
L. L. Hood, L. Box 217 Master
J. Loftus Secretary
A. Ellstrom, Box 112 Financier
151. **MAPLE LEAF; Hamilton, Ontario.**
Meet Cor. James and King William Sts. 1st and 3d Sundays at 2:30 P. M.
W. Broughton, 18 Inchbury St. So Master
W. Hunter, 24 Merrick St. Secretary
J. Mills, 98 Stracuan St. E. Financier
152. **DUNLAP; Wells, Minn.**
Meets every Sunday at 3 P. M.
C. Ellingson, Box 60 Master
L. Trusdale Secretary
W. A. Searles Financier
153. **H. C. LORD; Fort Scott, Kansas.**
Meets in I. O. O. F. Hall on Scott ave 1st and 3d Sundays at 3 P. M.
J. Haggart Master
J. J. Lynch Secretary
H. L. Wright, Box 89 Financier
154. **McKEEN; Ottawa, Kansas.**
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M.
H. H. Kelly Master
E. Wall Secretary
G. L. Northrup Financier
155. **TEXAS BELLE; Greenville, Texas.**
Meets every Friday at 7:30 P. M.
J. W. Corn, L. Box 164 Master
E. H. Sims, L. Box 164 Secretary
L. Ryan, L. Box 92 Financier
156. **NECHES; Palestine, Texas.**
Meets every Saturday at 7:30 P. M.
H. M. Jones, Box 256 Master
E. J. Lowe Secretary
E. Wilcox, Box 256 Financier
157. **ECHO; Peru, Ind.**
Meets 1st and 2d Sundays at 2 P. M. and 3d and 4th Thursdays at 7 P. M., over Geves' Drug store on Broadway.
S. McFarland Master
H. Loughran Secretary
Thos. H. Wade, Box 336 Financier
158. **STANDARD; Detroit, Mich.**
Meets 2d and 4th Sundays at 2:30 P. M., at No. 47 Monroe ave., up stairs.
T. Broughton, 432 Mullett St. Master
E. Heidenrich, 124 Hastings St. Secretary
J. Nopper, Adrian, Mich Financier
159. **W. H. THOMAS; Nashville, Tenn.**
Meets every Saturday at 7:30 P. M., cor. Union and Summer sts.
J. Dwyer, Cor. McLemore and Cedar Sts Master
E. P. Bishop, 69 S. Union St Secretary
E. P. Bishop, Jr., 69 S. Union St Financier
160. **C. J. HEPBURN; Evansville, Ind.**
Meets 2d and 4th Sundays at 2 P. M.
W. J. Torrance, 413 William St Master
W. Winder, 1206 Walnut St Secretary
A. J. Warner, 710 Upper 5th St Financier
161. **HERALD; Burlington, Iowa.**
A. L. Crew, 318 South St Master
C. E. Turner, C. B. & Q. round house Secretary
J. D. Hawksworth, 2003 Madison St. Financier
162. **PROSPECT; Elkhart, Ind.**
Meet 5th Main St. 1st Sunday at 2 P. M. and every Wednesday at 7 P. M.
C. E. Wear Master
W. Primley Secretary
P. A. Hamilton Financier
163. **ETNA; Pine Bluff, Ark.**
Meets every Friday at 7 P. M., in Masonic Hall.
J. J. Meehan, L. Box 56 Master
D. B. Rathfon Secretary
D. Hope, L. Box 50 Financier
164. **EEL RIVER; Butler, Ind.**
Meets in I. O. O. F. Hall, on Broadway.
A. J. Laughran, Box 120 Master
W. H. Weber, Box 324 Secretary
J. Derck, Box 202 Financier
165. **ROBERT ANDREWS; Andrews, Ind.**
Meets every Sunday at 2 P. M.
H. Hines Master
W. H. Daily Secretary
W. H. Willets Financier
166. **WM. HUGO; Huntington, Ind.**
J. R. Dickinson, Box 682 Master
C. Butler, Box 651 Secretary
C. E. Wyman, Box 499 Financier
167. **MOUNT HOOD; The Dalles, Oregon.**
Meet at I. O. O. F. Hall every Monday at 7 P. M.
J. Nickle Master
J. C. Christian Secretary
G. M. Thompson Financier
168. **GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays and 2d and 4th Mondays at 7:30 P. M.
C. W. Greene, Box 355, Portage City, Wis Master
G. Hiscox, 713 Caledonia St Secretary
W. Karch, Box 354, Portage City, Wis Financier
169. **H. G. BROOKS; Hornellsville, N. Y.**
Meets at Washington Hall, Arcade Building, Broad St.
D. F. Potter Master
J. E. Beach, Box 910 Secretary
A. H. Spencer, Box 1025, Hornellsville, N. Y. Financier
170. **PRAIRIE; Huron, Dakota.**
Meets 2d and 4th Sundays at 3 P. M.
J. Marn Master
L. L. Neibling Secretary
C. H. Bonesteel Financier
171. **SUNBEAM; Truro, Nova Scotia.**
Meets 2d and 4th Thursdays.
F. Geddes Master
T. Fitzgerald, 237 Campbell Road, Richmond, Halifax Secretary
F. M. White Financier

- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays at 2 P. M. in Manchester Block.
A. Maynes, 200 Bridge St. Master
J. G. Armstrong, Richmond Road Secretary
T. W. Turner, Rochesterville P. O. Financier
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday evening.
J. E. Richter Master
H. Heide Secretary
R. C. Brockie Financier
- 174. HARRISBURG; Harrisburg, Pa.**
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
R. J. Seitz, 1616 Ridge Road Master
H. O. Motter, 1737 Ridge Road Secretary
H. McNeal, 1208 Sixth St. Financier
- 175. TAYLOR; Newark, Ohio.**
Meet every Wednesday at 3:30 P. M. in Crane's Hall.
F. M. Howard Master
J. Adkins, Box C Secretary
J. Adkins, Box C Financier
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
A. G. Turlay, Box 41 Master
C. H. Potter, Box 41 Secretary
W. F. Gorman, Box 295 Financier
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7 P. M.
W. Kane, Box 184 Master
G. M. Lovett, Box 184 Secretary
W. F. Gunn, Box 184 Financier
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets over Desert National Bank, cor. 1st and Main Sts., every Monday at 7:30 P. M.
J. C. Dunton, Box 586 Master
E. Shinn, D. & R. G. W. Shops Secretary
P. T. Tibbs, 146 S. 3d W. St. Financier
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays at 3 P. M.
J. Robinson, 748 N. 10th St. Master
J. E. Gardner, Corner 9th and U St. Secretary
L. Ream, 934 R St. Financier
- 180. THREE STATES; Cairo, Ill.**
Meets every Sundays at 2:30 P. M.
M. S. Egan Master
Jno. Grundy Secretary
C. Hewitt, C. V. & C. R. R. Financier
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
J. McHutt Master
D. J. Nicoll Secretary
Jas. Nicholson Financier
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Pearl St.
T. F. Judge, 18 Hickory st Master
G. W. Welsh, 17th and Hickory Sts. Secretary
G. W. Miller, 137 W. 19th St. Financier
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets every Tuesday at 1:30 P. M., in Engineer's Hall.
J. M. Gaines, Box 152 Master
C. R. Bosworth, Box 157 Secretary
E. B. Hall, Box 250 Financier
- 184. LIMA; Lima, Ohio.**
Meets at 1 P. M. 2d and 4th Sundays, in Fitz' Block Third Floor.
P. A. Branson, Box 808 Master
E. L. Melhorn Secretary
B. Meyers, Box 358 Financier
- 185. FIDELITY; Delphos, Ohio.**
Meets every Sunday at 2 P. M.
W. Van Gelsen, Box 87 Master
J. Kuhns Secretary
H. Prilliman Financier
- 186. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 3934 State St., 1st and 3d Sundays at 2 P. M.
T. J. Scanlon, 3701 Wentworth Ave. Master
W. H. Smith, 4228 Wentworth Ave. Secretary
G. H. Mitchell, 2245 Wentworth Ave. Financier
- 187. LITTLE GIANT; Charleston, Ill.**
Meets 1st and 3d Sundays at 2:30 P. M.
L. H. Linn, Box 402 Master
H. Douglas Secretary
C. L. Pugh Financier
- 188. S. S. MERRILL; Chicago, Ill.**
Meet 786 W. Lake St. 2d and 4th Sundays at 2:30 P. M.
J. K. Doherty, 156 Northwestern Ave. Master
E. P. Tobias, 975 W. Lake St. Secretary
H. Price, 1019 A Fulton St. Financier
- 189. BALDWIN; Ft. Howard, Wis.**
Meet in Nau' Block, Green Bay, Wis., every Sunday at 3 P. M.
I. R. Johnson, Box 215 Master
R. H. Thompson Secretary
H. C. Bennett, L. Box 67 Financier
- 190. FERGUSON; Mitchell, Dakota.**
Meets 1st and 3d Sundays.
W. M. Smith Master
W. S. Crandell, Box 84 Secretary
D. C. Lewis Financier
- 191. CUSTER; Livingston, Montana.**
Meets every Wednesday at 7 P. M.
J. S. Foley, L. Box 16 Master
W. O'Neil Secretary
H. K. Mayhew, Box 16 Financier
- 192. MT. TACOMA; New Tacoma, Washington Ty.**
Meets 2d and 4th Sundays.
C. W. Tuillis Master
R. A. Rhea Secretary
F. H. Andrews Financier
- 193. J. B. MAYNARD; Albina, Oregon.**
Meets 2d and 4th Sundays at 2:30 P. M.
D. J. Byrns, Box 237, East Portland, Oregon. Master
H. W. Ingalls Secretary
H. W. Hall, Box 237, East Portland, Oregon Financier
- 194. BONANZA; Missoula, Montana.**
Meets 1st and 3d Sundays.
J. P. Case, L. Box 34 Master
C. A. Foster, L. Box 34 Secretary
C. Ireland Financier
- 195. BE-ECHO; Shoshone, Idaho.**
Meets in Stevens' Hall, corner Rail and Walnut sts., every Thursday, at 7:30 P. M.
D. M. Hill, Box 98 Master
C. R. Goss, Box 55 Secretary
F. W. Welshaar, Box 55 Financier
- 196. CLOUD CITY; Leadville, Colo.**
Meet in Haven & Beman's Block every Friday at 7:30 P. M.
E. G. Haskins, Box 330 Master
H. A. Huddleston, Box 330 Secretary
J. D. Rice, Box 330 Financier
- 197. RIVERSIDE; Savanna, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
P. J. Donovan Master
F. Myers Secretary
C. Latham, Box 446, Savanna, Ill. Financier
- 198. MAPLE CITY; Norwalk, Ohio.**
Meets in K. P. Hall 1st and 3d Sundays at 2 P. M.
T. H. Sheppard Master
J. E. Houghton Secretary
E. E. Bishop Financier
- 199. MAHONING; Youngstown, Ohio.**
J. Reynolds Master
J. B. Mawby Secretary
C. Stanfield Financier

- 200. GREAT SOUTHERN; Meridian, Miss.**
Meets on Front St., every Monday at 7:30 A. M.
D. McBoe Master
L. H. Stanton Secretary
R. E. Stack, Box 463 Financier
- 201. FRIENDLY HAND; Jackson, Tenn.**
Meets 1st Wednesday and 3d Thursday at 7 P. M.
T. G. Emmons Master
D. W. Shea Secretary
J. D. Bledsoe Financier
- 202. SCIOTO; Chillicothe, Ohio.**
Meets 1st Sunday afternoon and 3d Monday evening.
R. Basin, Box 1231 Master
A. E. Maunsell, Box 1231 Secretary
S. A. Barker, Box 1231 Financier
- 203. GARFIELD; Garrett, Ind.**
Meets every Friday at 7 P. M.
W. F. Moughler, Box 244 Master
W. A. Ried Secretary
W. E. Storrs Financier
- 204. MONTEZUMA; Las Vegas, New Mexico.**
Meets every Thursday at 7:30 P. M.
S. A. Smith, Box 49 Master
J. C. Sharp, Box 49, East Las Vegas Secretary
J. C. Sharp, Box 49, East Las Vegas Financier
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays in A. O. U. W. hall.
G. Atherton, 53 So. Kline St. Master
W. L. Johnson, 45 Adams St. Secretary
J. R. Musselman, 79 Chandler St. Financier
- 206. BLACK DIAMOND; Conneaut, Ohio.**
Meets 1st and 3d Wednesdays at 7 P. M.
T. J. Farrell, North Springfield, Pa. Master
R. A. Tyler Secretary
O. E. Work Financier
- 207. LOYAL; Meadville, Pa.**
Meets 2d and 4th Wednesdays.
T. S. Taylor Master
W. B. Delo Secretary
F. A. Law Financier
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in Doran's Block, Main st., alternate Tuesdays and Saturdays.
C. A. Allen Master
J. J. Lannan, Box 131 Secretary
C. Anderson, Box 337 Financier
- 209. SARATOGA; Whitehall, N. Y.**
Meet in Arked Building.
T. Dorcal Master
L. J. Lortie Secretary
W. R. Combs Financier
- 210. 18-K; Schenectady, N. Y.**
Meets 1st and 3d Mondays at 7:30 P. M.
J. E. VanVranken, Box 497 Master
W. Goggins, Box 497 Secretary
T. Smith, Box 497 Financier
- 211. ONOKO; South Easton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
G. Zehnder, 21 13th St., Easton Master
S. F. Milheim, 436 Center St. Secretary
A. J. Mickley, 725 Berwick St. Financier
- 212. EMPIRE; Watertown, N. Y.**
Meets 2d Monday at 7 P. M. and 4th Sunday at 2 P. M., in Good Templar's Hall, Public Square.
C. T. West, 55 Prospect St. Master
T. H. Lynch, 52 Stone St. Secretary
T. H. Lynch, 52 Stone St. Financier
- 213. WEST SHORE; Frankfort, N. Y.**
Meet every Monday at 7:30 P. M. in Upton Hall.
R. G. Gifford, Box 554, E. Syracuse Master
J. Zollner, E. Syracuse Secretary
M. E. Stafford, 282 Burnett Ave, E. Syracuse Financier
- 214. ORIOLE; Baltimore, Md.**
Meets 2d and 4th Sundays at 2 P. M. at 75 Linden Ave.
G. L. Wilson, 1423 Maryland Ave. Master
B. E. Wilhelm, 50 John St. Secretary
J. W. D. Bowen, 315 E. Biddle St. Financier
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in Engineers' Hall, 2d and 4th Sundays.
I. J. Wauffle, 148 East St., Greenbush, Rensselaer County, Albany P. O., N. Y. Master
J. W. Reed, 92 Second St. Secretary
F. P. Brooksbury, 59 Washington St., Greenbush, N. Y. Financier
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sundays at 2:30 P. M., at 129 Main street.
W. E. Taylor, 20 South St. Master
H. C. Cleveland, 20 Cross St. Secretary
W. H. Swinerton, 41 Winter St. Financier
- 217. DERBICK; Oil City, Pa.**
Meets 2d Tuesday and 4th Wednesday, in G. A. R. hall, Center st.
J. A. Kennedy, Box 157 Master
J. Jefferson, Box 320 Secretary
F. Sleeper, Box 94 Financier
- 218. TWO RIVERS; Pittsburgh, Pa.**
Meet 2d and 4th Sundays at 2 P. M. at 102 4th Ave.
E. C. Anderson, P. & L. E. Shops Master
W. Mock, Cor. Bertha and Sycamore Sts. Secretary
W. B. Davis, Wyoming St., 32d Ward Financier
- 219. SMOKY CITY; Allegheny, Pa.**
Meet every Friday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
R. Beeson, 271 Franklin St. Master
W. A. Walker, 215 Bidwell St. Secretary
C. A. Snyder, Alliance, O. Financier
- 220. PROVIDENT; Sunbury, Pa.**
Meets in Cooper's Hall, 1st and 3d Sundays at 1 P. M.
H. Buck Master
E. R. Bright Secretary
C. C. Bowen, 1123 Wallace St., Harrisburg, Pa. Financier
- 221. HURON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
J. Cain, L. Box 60 Master
H. J. Carruthers, L. Box 60 Secretary
E. Everett, Box 9 Financier
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
C. W. Gardner Master
F. Crockett Financier
O. E. Adams Secretary
- 223. ASHLAND; Lexington, Ky.**
Meet in I. O. O. F. Hall 1st and 3d Thursdays at 7:30 P. M.
H. M. Chandler, C. & O. R. Shops Master
G. F. Little, Box 389, Paris, Ky. Secretary
J. H. Cavins, 46 Drake St. Financier
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets 2d and 4th Sundays at 3 P. M. at Masonic Hall.
E. E. Nutting Master
A. Vogel, Box 367 Secretary
A. Vogel, Box 367 Financier
- 225. SUPERIOR; Fort William, Ontario.**
Meets 1st Monday at 8 P. M. and 2d Tuesday at 3 P. M.
T. L. Drummond Neebring, Ont. Master
H. Poole, Neebring, Ont. Secretary
T. L. Drummond, Neebring P. O., Ont. Financier

- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Sundays at 1:30 P. M., Cor. Col-
lin and Hardy streets.
L. C. Overhiser Master
W. M. Nicol, L. Box 230 Secretary
W. M. Nicol, L. Box 230 Financier
- 227. MAGNET; Binghampton, N. Y.**
Meets 1st and 3d Sunday afternoons and 2d and
4th Thursday evenings in Stearn's Hall, North
Chenango St.
F. W. Parsons Master
W. W. Stonier, 69 Eldridge St Secretary
W. A. Wrigley, 23 Doubleday St Financier
- 228. ACME; Scranton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
S. M. Travis, 140 Mifflin Ave Master
J. E. Thayer, 331 Penn Ave Secretary
J. O. Bayley, 613 E. Market St Financier
- 229. RICKARD; Utica, N. Y.**
Meet at 2 P. M. 2d and 4th Sundays at Post Bacon
Hall.
J. J. Quirk, 158 Catharine St Master
F. E. Beach, 262 Bleecker St Secretary
R. E. Jacobs, 139 Elizabeth St Financier
- 230. ALBANY CITY; Albany, N. Y.**
Meets 1st, 3d and 5th Mondays at 7:30 P. M. at 206
Washington Ave.
G. W. Gilkerson, 38 Knox St Master
G. M. Jeffers, 36 Ontario St Secretary
G. M. Jeffers, 36 Ontario St Financier
- 231. DELAWARE; Wilmington, Delaware.**
Meet 1st and 3d Sundays 2 P. M. at 504 Market St.
W. Magnire, 609 Poplar St Master
J. B. Cash, 400½ Poplar St Secretary
F. D. Mount, 507 E. 5th St Financier
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets 2d and 4th Sundays at 1 P. M. and 3d Fri-
day at 7 P. M.
F. Pollison Master
W. H. Tidaback Secretary
H. McEwen, Box 1431 Financier
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
Meets in No. 3 Engine Room, Cor Main and
Foundry Sts.
G. W. Anderson Master
F. Probert Secretary
R. H. Coggan Financier
- 234. NORTH BAY; North Bay, Ontario.**
Meets 1st and 3d Sundays at 2:30 P. M., in B. of L.
F. hall, Main St.
J. Fallon, 146 Main St Master
W. J. Thurlow, 119 Main St Secretary
H. G. Reid, Victoria Ave Financier
- 235. THREE BROTHERS; Pittsburgh, Pa.**
Meet Cor. 26th St. and Penn Ave. every Sunday
at 2 P. M.
J. B. Barney, 9 Mayflower St., East Pitts-
burgh, Pa Master
J. W. Walker, 2903 Penn Ave Secretary
R. O. Ferren, 2903 Penn Ave Financier
- 236. HINTON; Hinton, West Virginia.**
Meets 2d and 4th Saturdays at 7:30 P. M.
J. Forline Master
W. A. Callahan Secretary
J. R. Nutty, Box 156 Financier
- 237. CENTRAL PARK; Central Park, Ill.**
Meets in Tilden School House 1st and 3d Sundays
at 10 A. M.
B. Dean Master
M. J. O. L. Kennedy Secretary
T. Chew Financier
- 238. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
L. Robertson Master
W. Brust Secretary
H. C. Kehlman Financier
- 239. BUCKEYE; Delaware, Ohio.**
Meets cor. Sandusky and Central Ave. 2d and 4th
Sundays at 1 P. M.
F. L. Volk, Box 782 Master
A. R. Edgington, Box 534 Secretary
D. Sentz, Box 534 Financier
- 240. GILBERT; Jackson, Mich.**
Meets every alternate Sunday at 2 P. M.
G. Hastings, Cor. Orange and Grove Sts. Master
J. Bentley, 212 Cooper St Secretary
S. Verburg, 113 East Ave Financier
- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meet in Liberty Hall 2d and 4th Sundays at 1:30
P. M.
J. Barager Master
D. J. McGinley Secretary
P. C. Hagerty, Box 300 Financier
- 242. WHEATON; Elmira, N. Y.**
Meet at Ry. Y. M. C. A. Building 1st and 3d Sun-
days at 2 P. M.
E. S. Smith, Southport, N. Y. Master
E. B. Detrick, Blyly House Secretary
J. H. Bartholomew, 108 Ferris St. Financier
- 243. J. H. SELBY; Bonham, Texas**
Meet in Odd Fellows' Hall every Sunday at 7 P. M.
J. L. Ison Master
W. F. Rowe Secretary
E. Harvey Financier
- 244. T. P. O'ROURKE; Chicago, Ill.**
Meet at 490 South Union St. 1st Tuesday at 8 P.
M. and 3d Sunday at 2:30 P. M.
C. Naylor, 97 Stewart Ave Master
J. B. F. Good, 1172 Fillmore St Secretary
N. E. Nare, 19 O'Brien St Financier
- 245. GEORGIA; Savannah, Ga.**
Meet Cor. Whittaker and Broughton Sts. every
Thursday at 7:30 P. M.
J. W. Hooks, 117½ Bernard St Master
A. Hutton, 117½ Barnard St Secretary
W. L. Ward, Cor. Tatnall and Hunting-
ton Sts. Financier
- 246. MACON; Macon, Ga.**
Meets on 1st, 10th and 20th at 7:30 P. M. over M.
& W. Freight House.
W. T. Roughton, 345 Fourth St Master
J. H. Strickland, 345 Fourth St Secretary
N. S. Outler, 26 and 28 E. Alabama St.,
Atlanta, Ga Financier
- 247. KENNESAW; Atlanta, Ga.**
Meets every Sunday at 2 P. M.
H. F. Waters, 316 Whitehall St Master
B. H. Childs, E. T. V. & G. R. R. Shops. Secretary
J. M. Baird, W. & A. R. R. Shops Financier
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at G. A. R. hall
E. N. Packard Master
C. S. Ellinwood Secretary
C. E. Hollis, Box 287 Financier
- 249. CALUMET; South Chicago, Ill.**
Meets 2d and 4th Sundays at 7:30 P. M.
O. J. Austin, Judd, Cook County, Ill. Master
J. O. Mason, Judd, Cook County, Ill. Secretary
L. McKee, Judd, Cook County, Ill. Financier
- 250. GOLDEN LINK; Wilkes Barre, Pa.**
Meets 1st and 3d Sundays at 2 P. M., at Mechanic's
Hall.
R. H. Digory, Kingston, Pa. Master
F. O'Donnell, Ashley, Pa Secretary
J. C. Ruhf, Ashley, Pa Financier
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets 1st and 3d Sundays at 2 P. M. at Oak Hall,
Broad street.
J. F. Meyers Master
L. Wildner Secretary
C. Roberts, Box 275 Financier

- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
S. H. Musser Master
H. G. Klingh Secretary
M. M. Hinkle Financier
- 253. TRENTON; Trenton, N. J.**
Meet 24 E. State St. 1st and 3d Sundays at 2 P. M.
H. B. Eldridge, 21 Walnut Ave. Master
R. Stackhouse, 687 Broad St., Chambers-
burg, N. J. Secretary
F. P. Parsons, 18 Sandford St. Financier
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
I. C. Perrin, Box 34 Master
E. C. Connor, Box 157 Secretary
M. Gross, Box 331 Financier
- 255. NEIGHBOR; McCook, Neb.**
Meets 2d and 4th Saturday evenings.
J. H. McMonigal, Box 232 Master
Wm. Keefe, Box 102 Secretary
S. H. Heard, Box 235 Financier
- 256. HIGH LINE; Como, Colo.**
Meet at McFarlan Hall every Thursday at 7:30
C. Armstrong Master
G. W. McAleer Secretary
M. D. Finn Financier
- 257. KIT CARSON; Raton, New Mexico.**
Meets every Sunday at 2 P. M.
A. McCready Master
W. S. Kessler Secretary
Patrick Boyle, Box 39 Financier
- 258. RENO; Nickerson, Kansas.**
Meet in I. O. O. F. Hall every Sunday at 2 P. M.
M. Norton, Box 264 Master
A. S. Ritenour Secretary
E. A. Leighty Financier
- 259. LA JUNTA; La Junta, Colo.**
Meets every Wednesday at 7:30 P. M.
F. Bradbury, Box 51 Master
G. W. Runnels, Box 133 Secretary
W. Averill Financier
- 260. CALIFORNIA; Sacramento, Cal.**
Meet every Thursday at 7 P. M. in Red Men's Hall,
Masonic building, 6th and K Sts.
J. Cummings, Box 107 Master
H. O. Steele, Box 107 Secretary
G. E. Hanford, Box 107 Financier
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets in B. L. E. hall, 1st and 3d Sundays and 2d
and 4th Tuesdays.
E. Worrell, Box 41 Master
W. L. Ewing, Box 75 Secretary
W. Taylor Financier
- 262. QUEEN CITY, West Toronto Junct., Ont.**
Meets alternate Saturdays at 7:30 P. M.
W. Hyndman Master
A. Madden Secretary
A. E. Stewart Financier
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at 8 P. M.
A. E. Hayden, Box 10 Master
B. VanHoesen Secretary
A. E. Aikman Financier
- 264. J. K. GILBREATH; Butte City, Montana.**
Meet in Cobban Hall every Thursday at 8 P. M.
M. W. Fitzgerald, South Butte, Mon Master
J. Byrne, Box 4, South Butte, Mon Secretary
C. H. DeCamp, South Butte, Mon Financier
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meet 1st and 3d Sundays at 2:30 P. M. in O. F.
Hall.
E. Decker, 611 S. Division St. Master
A. E. Geary, 525 S. Division St. Secretary
J. Kitzelman, 5 Olive St. Financier
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meet 2d and 4th Sundays.
T. Hayes Master
P. H. Ryan Secretary
A. Krienke Financier
- 267. ENDEAVOR; Algiers, La.**
Meets every Wednesday at 7:30 P. M. at St. Charles
Hall, on Patterson St.
B. R. Bliss, Care J. B. Fink Master
A. H. Flynn, 87 Pacific Ave. Secretary
W. Maguire, 207 Peters St. Financier
- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
D. V. Cahill, 220 Montgomery Ave. Master
E. Gantt, 25 Hooke St. Secretary
T. O'Leary, 52 McCreary St., Cor Hines,
Nashville, Tenn. Financier
- 269. O. K.; Cincinnati, Ohio.**
Meet N. W. 8th and Freeman Sts. 1st and 3d Sun-
day evenings of each month.
F. O. Miller, 27 Hathaway St. Master
R. E. McKenzie, 151 Baymiller st. Secretary
D. P. Keegan, 439 Richmond st. Financier
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday at 2 P. M. and 3d Saturday at 7:30
P. M. Cor. Franklin and Bloomington ave. So.
S. B. Thompson, 2216 Cedar Ave. S. Master
W. L. Higbee, 2422 Bloomington ave. Secretary
D. Lucas, 407 Fifth St. S. Financier
- 271. BYRAM; Stanhope, N. J.**
Meets at Drake's Hall 1st and 3d Sundays. South
Stanhope.
Wm. Weiler, Box 25, Port Morris, N. J. Master
R. A. Trezise, Box 30, Port Morris Secretary
T. F. Burt, Box 86, Port Morris, N. J. Financier
- 272. WILSON; Junction, N. J.**
Meets at Well's Hall, Main St. 1st and 3d Sundays
at 1 P. M.
J. Osman Master
G. B. Weller Secretary
F. Maxwell Financier
- 273. DENVER; Denver, Colo.**
Meet at 440 Santa Fe St.
R. M. Huntington, 510 Santa Fe St. Master
G. M. Wilson, 416 S. 9th St. Secretary
G. Smith, 208 Thirteenth St. Financier
- 274. JACKSON; Clifton Forge, Va.**
Meets every Sunday at 10 A. M.
J. W. Myers Master
B. H. Thomas Secretary
J. W. Barrett Financier
- 275. LEE; Richmond, Va.**
Meets 1st and 3d Sundays at 1:30 P. M., in Thoms'
Hall Cor. 17th and Main Sts.
C. W. Jenkins, Carrington st, Crow Hill Master
W. A. Demaue, N. N. & M. V. round
house Secretary
E. List, 1008 Buchanan st. Financier
- 276. GRAFTON; Grafton, W. Va.**
Meet in Odd Fellows' Hall every Sunday at 2 P. M.
J. E. Dixon Master
J. E. Connors Secretary
A. B. Enoch Financier
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
H. C. Moore Master
W. Cole Secretary
R. H. McCarty Financier
- 278. ANDERSON; Vicksburg, Miss.**
Meets every Sunday at 7:30 P. M.
W. Wright, L. Box 482 Master
J. R. Haring, L. Box 482 Secretary
M. E. Murphy, L. Box 482 Financier
- 279. METEOR; McComb City, Miss.**
Meets 1st and 3d Sundays at 3 P. M. in Odd Fel-
lows' Hall.
S. Q. Ford Master
A. W. Jennings Secretary
Wm. McIntyre Financier

- 280. OZARK; Thayer, Mo.**
Meets in Sachre's Hall 2d and 4th Sundays at 9 A. M. and 1st and 3d Sundays at 7 P. M.
H. Lohues Master
J. A. Atyeo Secretary
G. Bennett Financier
- 281. TUNNEL HILL; New Albany, Ind.**
Meet in Heddin's Hall 1st and 3d Sundays at 2 P. M.
W. C. Brown Master
E. E. Reeves Secretary
C. Sinex Financier
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meet on Main, between 3d and 4th Sts., every Sunday at 2 P. M.
Bert Launt Master
C. Minnicar Secretary
W. F. Gibson Financier
- 283. LACKAWANNA; Great Bend, Pa.**
Meets 1st and 3d Saturdays at 8 P. M. in Red Men's Hall, Day's Bk. Main st.
F. J. May, Hallstead, Pa. Master
J. F. McCormick, Hallstead, Pa. Secretary
H. P. Trowbridge, Halstead Pa. Financier
- 284. ELM CITY; New Haven, Conn.**
Meets at Elk's Hall, 852 Chapel St. 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M.
J. H. Hall, 186 Rosette St. Master
E. S. Alling, 100 Cedar St. Secretary
C. T. Downs, 123 Cedar St. Financier
- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month at 1:30 P. M., at 3 Pratt st.
W. W. Hosford, 15 Elm St. Master
W. F. Day, 119 Ann St. Secretary
H. L. Stearns, 115 Trumble St. Financier
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meet at 119 N. Jefferson St. 2d and 4th Sundays at 1:30 P. M.
F. Shinsky, L. Box 500 Master
A. Fixel, 806 north 5th st Secretary
C. L. Sterling, 701 N. Jefferson St. Financier
- 287. ALTOONA; Altoona, Pa.**
Meets in Otto's Hall, E. 12th St., bet. 8th and 9th Ave. every Sunday at 1 P. M.
W. E. Hammond, 1816 Union Ave. Master
J. F. Walls, 1117 17th St. Secretary
F. A. Davis, 1903 Union Ave. Financier
- 288. EMMET; Eatherville, Iowa.**
Meet in Masonic Hall 1st Sunday at 2 P. M. and 3d Monday at 7 P. M.
W. S. Davis, Box 80 Master
F. T. Slayton, Box 121 Secretary
G. Godden, Box 76 Financier
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets every Friday evening cor. 3d and Pine sts.
J. W. Allwine, L. Box 135 Master
G. Morgan, Box 575 Secretary
J. F. Shannon Financier
- 290. MARION Hannibal, Mo.**
Meets 2d and 4th Sundays at Constellation Hall.
J. T. Hart, 412 Washington St. Master
R. Tierney Secretary
J. C. Shaw Financier
- 291. ATLANTIC; Brooklyn, N. Y.**
Meets at Pythias Hall, Cor. Atlantic and Georgia Aves., East New York, N. Y., 2d and 4th Saturdays at 8 P. M.
W. C. Latimer, 118 Hall St. Master
G. W. Bruno, East New York, N. Y. Secretary
W. M. Valentine, East New York, N. Y. Financier
- 292. MONUMENTAL; Baltimore, Md.**
Meets every Friday at 7:30 P. M. in Armstrong & Denny's Hall, Cor. Light and Montgomery Sts.
W. H. Zepp, 140 Ridgely St. Master
S. E. LaBarrer, 188 Scott St. Secretary
J. S. Norris, 355 William St. Financier
- 293. LAFAYETTE; Philadelphia, Pa.**
Meet Cor. Frankfort Road and Sargent St. 2d and 4th Sundays at 1 P. M.
J. J. Leahy, 2827 Fremont St. Master
W. J. Sharkey, 2608 Somerset St. Secretary
D. J. Kilty, 2809 Edgemont St. Financier
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple Master
O. L. Jackson Secretary
J. D. Ferrell Financier
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
G. Dougherty, 214 W. Front St. Master
E. W. Mason, Room 6, Davis Block Secretary
E. W. Mason, Room 6, Davis Block Financier
- 296. AT LAST; Knoxville, Tenn.**
Meets every Saturday at 7 P. M., corner Gay and Clinch streets.
J. P. Flood, 71 McGhee St. Master
C. T. Payne, 71 E. Crumb St. Secretary
S. A. Presnell, 141 McGhee St. Financier
- 297. CLARK; Jeffersonville, Ind.**
J. Wilson, Box 392 Master
L. Eggiston Secretary
A. B. Chambers Financier
- 298. GLENCOE; St. Louis, Mo.**
Meets at Chouteau Hall, 2817 Chouteau Ave., 1st and 3d Thursdays at 7:30 P. M.
G. Andrews, 2843 Market St. Master
W. J. Murphy, 314 Montrose Ave. Secretary
C. Brantner, 327 Ewing Ave. Financier
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jeners' Hall every Wednesday at 7 P. M.
M. Prescott Master
C. H. Ridge, Box 87 Secretary
N. D. Hoffman Financier
- 300. HARBOR CITY; Michigan City, Ind.**
Meet 1st Monday at 2 P. M. and 3d Monday at 7 P. M., over First National Bank.
A. S. Hewitt, Box 894 Master
H. J. Manney, Box 371 Secretary
W. H. Henry, Box 49 Financier
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. of each month in Engineer's hall.
S. J. Norris Master
N. E. Aldrich Secretary
W. M. Weeks Financier
- 302. YOUGHIOGHENY; Connellsville, Pa.**
Meets at Reisinger Hall, Main street, alternate Sundays.
C. L. Gray, Box 231 Master
A. C. Plante Secretary
S. A. McPhee, Box 387 Financier
- 303. POST OAK; Hempstead, Texas.**
Meets every Sunday at 3 P. M. in Masonic Hall.
J. E. Dehn Master
W. A. Weir Secretary
J. E. Dehn Financier
- 304. THREE BRANCH; Argenta, Ark.**
Meets every Sunday at 3 P. M.
F. H. Barrelle Master
G. B. Yauch Secretary
R. G. Curtis Financier
- 305. SOLIDIDAD; Jimulco, Mexico.**
M. H. Adams, El Paso, Texas Master
care J. S. Turner, M. M., Jimulco, Mexico.
J. M. Cornelius, El Paso, Texas Secretary
care J. S. Turner, M. M., Jimulco, Mexico.
C. Koepke, El Paso, Texas Financier
care J. S. Turner, M. M., Jimulco, Mexico.

- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturday each month at 7:30 P. M., and
4th Sunday at 6 P. M., in K. of L. Hall.
J. C. Muzzey, 53 School st Master
J. P. Callahan, 19 Pine st Secretary
J. Burbeck, Box 383 Financier
- 307. HAMDEN; Springfield, Mass.**
Meet in Crescent Hall, 218 Main St., 1st and 3d
Sundays.
F. E. Gates, 34 Patton St Master
W. M. Butler, B. & A. Engine House Secretary
C. A. Chapin, B. & A. R. R. Financier
- 308. BELLE HAVEN; Alexandria, Va.**
E. B. Kemp Master
N. B. Grant Secretary
C. M. Bruin Financier
- 309. BARTHOLDI; Long Island City, N. Y.**
Meets 2d Monday and 4th Saturday, cor. Vernon
ave. and Ferry sts.
W. Simon Master
J. W. Brown, 145 Dupont St., Green Point,
L. I. Secretary
W. Carroll, Long Island City, N. Y. Financier
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
H. C. Martin Master
W. T. Pickard, L. Box 3 Secretary
J. O. Elder Financier
- 311. BELLE PLAINE; Belle Plaine, Ia.**
R. Rippen Master
E. C. Tonsley Secretary
C. A. Howe Financier
- 312. BLUE VALLEY; Wymore, Neb.**
M. Hefferman Master
F. R. Swaney, Box 6 Secretary
S. E. Fulton, Box 85 Financier
- 313. KAW VALLEY; Kansas City, Kansas.**
M. S. Laughlin Master
W. C. Haverstick, Box 45, Armstrong,
Kan Secretary
J. W. Scarff, Box 156, Armstrong, Kan Financier
- 314. MINERVA; New Castle, Pa.**
Meets alternate Sundays in K. of P. Hall.
E. W. Shatto, Mahoningtown, Pa. Master
G. Lutton Secretary
R. Russell Financier
- 315. TROY CITY; Green Island, N. Y.**
W. J. Mattice Master
W. J. Murray Secretary
H. R. Peach Financier
- 316. OMEGA; Buffalo, N. Y.**
Meets every Saturday at 8 P. M. at Siebert's Hall.
H. Zilch, 634 William St. Master
W. H. Walsh, 1903 Broadway Secretary
T. S. Winshap, 510 E. Seneca St. Financier
- 317. MOUNT PENN; Reading, Pa.**
Meets 1st and 3d Sundays at 9:30 A. M. in Bland's
Hall, 9th and Penn Sts.
E. Noonan, 630 N. 8th St. Master
W. A. Gordon, 836 Green St. Secretary
H. Drake, 604 N. 10th St. Financier
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**
R. H. Scott, Glenwood, 23d Ward Master
J. F. Wills, Glenwood, 23d Ward Secretary
E. M. Lobaugh, Cor. Renova and Dyke
Sts., Glenwood, 23d Ward Financier
- 319. ORPHANS' HOPE; Dennison, Ohio.**
T. E. Whitesides Master
J. H. Rowland Secretary
A. Eckfield Financier
- 320. DUNHAM; Martinsburg, W. Va.**
Meets every Saturday at 7:30 P. M. in K. of P. Hall.
W. M. Johnson Master
C. B. Crowell Secretary
P. E. Cage Financier
- 321. SNOW DRIFT; Chapeau, Ont.**
Meets every Sunday at B. of L. F. Hall, over Os-
borne's Store, at 2 P. M.
A. Rathwell, C. P. R. R. Master
W. J. Devlin, C. P. R. R. Secretary
J. McAdams, C. P. R. R. Financier
- 322. WISSAHICKON; Philadelphia, Pa.**
L. D. Woodington, 1939 N. Ninth st Master
J. Haas, 2135 Darien St. Secretary
I. S. Stearly, 923 Mt. Vernon St. Financier
- 323. ANTHRACITE; Tamaqua, Pa.**
W. H. Fry, Box 367 Master
W. Heckman, Box 367 Secretary
W. J. Dintlinger, Box 347 Financier
- 324. MOUNTAIN GROVE; Catawissa, Pa.**
J. W. Fisher Master
D. Geiger, Jr. Secretary
J. Kelly Financier
- 325. SCHUTTKILL VALLEY; Pottsville, Pa.**
J. J. Harty, 54 E. Bacon St., Palo Alto, Pa. Master
W. H. Sowers, 102 W. Savoy St., Palo
Alto, Pa. Secretary
B. J. McGuire, Port Carbon, Pa. Financier
- 326. FOLWELL; Bradford, Pa.**
Meets 1st and 3d Sundays at 7 P. M. in G. A. R. Hall.
C. Billington, 6 Johnson St. Master
J. H. Fenner, 61 Davis St. Secretary
C. V. Falwell, 16 St. James Place Financier
- 327. SILVER MOUNTAIN, Barstow, Cal.**
Meets in B. of L. F. Hall 1st and 3d Sundays and 2d
and 4th Wednesdays of each month at 7:30 P. M.
A. W. Mero, Box 10 Master
F. P. Riggs Secretary
A. W. Mero, Box 10 Financier
- 328. STONE BALLAST; Plattsmouth, Neb.**
W. Crehan Master
J. A. Marshall, Box 75 Secretary
W. P. Ferguson, L. Box 916 Financier
- 329. SOLOMON VALLEY; Downs, Kansas.**
A. Dillon Master
W. Jacobia Secretary
R. H. Rundle Financier
- 330. RIVER VIEW; Kansas City, Kansas.**
E. J. Pearce, Box 4 Station A Financier
Meets 2d and 4th Thursday evenings.
G. W. Smith, 3 James St. Master
A. W. Abrant, 1351 Liberty St. Secretary
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**
W. Muldoon Master
W. C. Wright, Box 77 Secretary
O. Fischer, Box 2, South Englewood, Ill. Financier
- 332. STONE MOUNTAIN; Augusta, Ga.**
Meets every Sunday at 4 P. M.
A. J. Wages, G. R. R. Shops Master
J. W. Berry, G. R. R. Shops Secretary
H. J. Hoyt, 520 Walker St. Financier
- 333. FAIRMOUNT; Philadelphia, Pa.**
Meets alternate Sundays.
B. F. M. Keffler, 4116 Ordan St. Master
G. V. Plant, 3911 Wallace St. Secretary
C. H. Maul, 830 N. 40th St. Financier
- 334. ELLSWORTH; Philadelphia, Pa.**
L. Genay, 1007 Ward St. Master
W. Akin, 1312 Reed St. Secretary
F. H. Hartzell, 1503 Ellsworth St. Financier
- 335. SAINT ADOLPHUS, Hochelaga, Canada.**
A. Pring, 43½ Dufresne St. Master
P. Dionne, 60 Iberville St. Secretary
G. Boisvert, 21 Malbrough St. Financier
- 336. FALL RIVER; Neodesha, Kansas.**
W. Driscoll, Pierce City, Mo. Master
J. W. Chasteen Secretary
J. A. McPaul Financier

MORE MONEY FOR YOUR WORK

If you improve good opportunities. HALLETT & CO., Portland, Maine, will mail, free, full information showing how you can make from \$5 to \$25 and upwards a day, and live at home wherever you are located. Better write: some have made over \$50 in a day; all new. No capital required; started free. Both sexes; all ages. Success for every worker. Send address and see for yourself.

WANTED 1000

AGENTS to take subscriptions for
THE AMERICAN RAILROADER!

Twice a Month.



\$1.00 a Year.

The only Employees' journal that comes to its subscribers twice a month for only \$1.00 per year. Write for terms and sample copies. Address,

THE AMERICAN RAILROADER,

224 SOUTH CLARK STREET,

Only Railroad men need apply.

CHICAGO.

CANADIANS,

Employed on American Railroads, the only railroad journal in Canada is

RAILWAY LIFE,

OF TORONTO.

It is published monthly, and costs but

One Dollar per Annum.

In advance. RAILWAY LIFE will keep you informed upon the state of railway affairs at home. It is the best printed and handsomest class paper in Canada. If you want to be convinced of this send ten cents, in American stamps, for a sample copy.

Persons getting up clubs of four and sending us four dollars will receive the paper for one year, free.

W. B. CAMPBELL,
Publisher and Proprietor.
64 Bay Street, Toronto.



**Comet Pile Remedy.
Comet Liniment.
Comet Catarrh Cure**

PRICES OF EACH.

FIFTY CENTS.

Recommendations furnished. Correspondence solicited. For sale by Druggists. Sent by mail or express on receipt of price, *charges paid by us.*

COMET MEDICINE CO.,
1027 North Ninth St., cor. Carr,
St. Louis, Mo.

MOORE & LANGEN, PRINTERS,

TERRE HAUTE, IND.

ESPECIAL ATTENTION

The Brotherhood of

ORIGINAL DESIGNS FOR



TO PRINTING FOR

Locomotive Firemen

BALL INVITATIONS, &c.

SAMPLES AND PRICES ON APPLICATION.

Chew Rail Road Plug.

TO THE BROTHERHOOD OF LOCOMOTIVE FIREMEN :

GENTLEMEN:—On the 2nd of January, 1886, we signed a contract with your Grand Officers to pay into your treasury a royalty of one cent on every pound of **Rail Road Plug** that we sell in the next five years.

If every member will assist by chewing this Tobacco, asking for it continually in stores that do not keep it, and asking his friends to try it, the Royalty paid into your Treasury will reach a large amount per month.

See that each butt of tobacco has our name on it.

Respectfully,

The Kentucky Rail Road Tobacco Co.

The above statement is correct. Ask your dealers to keep the "Rail Road Plug."

EUGENE V. DEBS, G. S. and T.

F. P. SARGENT, G. M.

WHOLESALE AGENTS.

Peter Hauptmann & Co., St. Louis, Mo.

Hulman & Co., Terre Haute, Ind.

Chas. J. Off & Co., Peoria, Ills.

Hannah & Michael, Mobile, Ala.

R. D. Kellogg, Rochester, N. Y.

Only \$1.00 per Year.**Monthly.****A Practical Mechanical Journal,**

DESCRIBING AND ILLUSTRATING

New Railway Appliances,

AND TREATING OF THE

RUNNING,

MANAGEMENT,

REPAIRING and

BUILDING

LOCOMOTIVES,

SHOULD BE IN THE HANDS OF

Every Live Engineer, Fireman and Railroad Mechanic

\$1.00 per Year.**Sample Copy Free.**

Agents Wanted in every Railroad Center. Address,**Am. Ry. Pub. Co.,****32 Liberty St., New York City.**

\$500.00.

A CASH PRIZE

— OF —

Five Hundred Dollars

Will be awarded the Magazine Agent securing

THE LARGEST NUMBER OF PAID SUBSCRIBERS

— TO THE —

Locomotive Firemen's Magazine

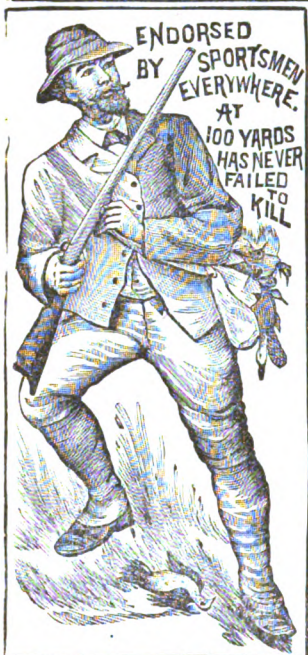
FOR 1886.

There remain two months in which you can work for this Prize, and a few additional subscribers may secure it for you. Get all the additional subscribers you can, and do not cease canvassing until the last day of the year.

\$500.00

Will go a long way toward building a home for the lucky Agent who receives it.

THE ROYAL BREECH-LOADING SHOT GUN AND RIFLE COMBINED.



The Greatest Invention of the Age in Fire-Arms.
WILL SHOOT 5 TIMES WITH ONE LOADING.
USES CENTRAL FIRE CARTRIDGES.
 Length of Barrel, 26 in. As a Shot Gun No. 12 Bore. As a Rifle 38 Calibre.
 The Wonder and Admiration of the Sporting World.
 The Handsomest and most Complete Sporting Gun ever Offered at any Price.
 This Wonderful Fire-Arm is Protected by Patents, and we are the
SOLE AGENTS FOR THE UNITED STATES AND CANADA.

BY a simple and ingenious invention it is so constructed that it can be loaded with ball and shot cartridges at the same time. In placing this new Shot Gun and Rifle combined on the market, at a price far below that of other first-class Fire-Arms, we give the RETAIL PURCHASER the benefit of every possible reduction. The price we offer the Patent 5-Shot Breech-Loading Rifle and Shot Gun at, barely covers the cost of manufacture, but it will insure a sale in every town in the United States, the result of which would take years of advertising to accomplish. This offer of the **ROYAL PATENT 5-SHOT BREECH-LOADING SHOT GUN AND RIFLE** at our present low prices, holds good only for a Limited Time, and is for the purpose of introduction solely, in fact, if all our contracts for material and work had not been placed months ago, before the great rise in metals and labor, we could not make these **FIRE-ARMS** at the present cost. **OUR PATENT SHOT GUN AND RIFLE** is **WARRANTED AND GUARANTEED** to be thoroughly made and of as fine material as any Fire-Arm in the world! Every part is made by special and expensive machinery, in large lots. Fire-Arms, like Sewing Machines and Pianos, have always paid an Enormous Profit to Gun Dealers, the actual cost being but a small part of the selling price. Only for the purpose of introduction will we sell a limited number of the **ROYAL** at the present price. We know this to be in the end the most effective and cheapest way to introduce a meritorious article. **FIRE 5 TIMES** with one Loading, and is very **ACCURATE** and **EFFECTIVE** at both **Short and Long Distances**. It can be Loaded with either ball or shot cartridges in less than a half minute, and every shot discharged in six seconds if necessary. The barrel is manufactured from the best material and tested in the most careful manner, all the trimmings are Nickel Plated, handsomely designed, **Elegant English Walnut Stock**, with **Pistol Grip** and **Removable Peep Sight** and the best of **Steel Locks**. This marvelous invention as a Breech-Loading Shot Gun, has been pronounced equal to the best imported English Guns that are selling at \$100 each, and as a **RIFLE** it is warranted perfect. It is only by manufacturing these Patent Combination **SHOT GUNS** and **RIFLES** in very large quantities that we are enabled to sell such an Excellent and perfect Fire-Arm for such an extraordinary low price! All other Breech-Loading and Repeating Rifles without the Shot Gun, retail from \$15.00 to \$50.00. We will send the **PATENT 5-SHOT BREECH-LOADING SHOT GUN AND RIFLE COMBINED**, with Cleaning Tools, for \$8.00, can fully boxed, provided you cut this advertisement out and send it to us with your order on or before December 31, 1886. Only one gun will be sent with each advertisement; after December 31, 1886, the price will be \$16.00. If desired, we will send C. O. D. on receipt of \$3.00 to insure us against loss of Express charges. When full amount of cash is sent with order, we will send cartridges free. Each Gun is warranted to be just as represented on no sale. In Ordering, State Bore you wish Shot barrel, when not given we send medium size. If you have friends living in New York you can have them call on us and examine or purchase the gun for you. Send money by Registered Letter or Post Office Money Order.

return it to us with your order on or before December 31, 1886. Only one gun will be sent with each advertisement; after December 31, 1886, the price will be \$16.00. If desired, we will send C. O. D. on receipt of \$3.00 to insure us against loss of Express charges. When full amount of cash is sent with order, we will send cartridges free. Each Gun is warranted to be just as represented on no sale. In Ordering, State Bore you wish Shot barrel, when not given we send medium size. If you have friends living in New York you can have them call on us and examine or purchase the gun for you. Send money by Registered Letter or Post Office Money Order.

Hundreds of testimonials to be seen in our office.

ROYAL IMPORTING COMPANY,
 247 Pearl Street, New York.



A STEM-WINDING BEAUTY ONLY \$3.75.

To establish a trade direct with consumers at once and secure the good will of Agents for future business. We will send one of our beautiful and elegant **Stem Winding Solid Gold finished watches** by registered mail on receipt of **\$3.75**. Every watch warranted to keep accurate time. A full jeweled, lever movement hunting case watch, **\$4.50**. Two watches, one of each kind **\$7.60**; either lady or gents' size plain or engraved case, or if you prefer to send us **\$1.00** to pay for packing, express charges, etc., we will send a watch on approval, trusting to your honor to pay balance when you receive it. Any time within 60 days if not found exactly as described, money cheerfully returned. If you order two or more watches send **\$1.00** for each watch. When full amount of money is sent with order we send an elegant **Chain and Charm Free** with every watch. Will send open face if wanted. Handsome costly gold finished cases, new and beautiful designs and we will put it against any watch usually sold by dealers for ten times the amount. Just the thing for agents or others to sell or for speculating and trading purposes. **Positively no discount from above prices—order at once as this offer will be withdrawn after 60 days. Send** **EDWARDS & CO.,** Importers & Manufacturers, 257 Broadway, New York. P.O. money order.



VOL. X.

DECEMBER, 1886.

No. 12

RETROSPECTIVE AND PROSPECTIVE.

We write during the closing hours of A. D. 1886, but we write with A. D. 1887 in full view. The past we know, the future we can only anticipate. The yesterdays of our lives are facts, and the to-days are living verities, but the to-morrows are dreams, myths. It has been written that—

To-morrow is that lamp, upon the marsh, which a traveler never reacheth:
To-morrow, the rainbow's cup, coveted prize of ignorance;
To-morrow, the shifting anchorage, dangerous trust of mariners;
To-morrow, the wrecker's, wily snare of the destroyer."

Nevertheless, we talk quite as much of to-morrows as of to-days, and yesterdays with all their wealth of experience are all too often obscured by bright anticipations or morbid misgivings of the future.

The past, the present, the future, are not trivial topics, and yet we are not disposed to be over-serious in our reflections. We value the past because of its garnered treasures of wisdom. We value the past because its records are unchangeable. Only Time can efface what Time writes. As a reporter Time is a success. He does not belong to the "short hand" fraternity. He does not resort to hieroglyphics nor small type. He writes a bold, legible hand, and "a wayfaring man, though a fool, need not err" in comprehending

the full import of his chronicles. Time has taught the world that "honesty is the best policy," and if all the gangs of gilded thieves of the United States were to escape punishment by taking up their residence in Canada, the grand old aphorism would be as resplendent as when it was first uttered. We value the past because, like God, it has been impartial in its dealings with men and nations. It has killed kings as relentlessly as it has their subjects. It has shattered thrones and buried dynasties. It has obliterated nations and divided kingdoms, it has liberated slaves and taught the world that Time in its flight shall afford the downtrodden of all lands opportunities for emancipation from the thralldom of ignorance and degradation.

We value the past because, in contrasting it with the present, it proclaims to all, except the croaking brood of pessimists, that the world is getting better, that the human family is advancing to better conditions, that those who have claimed a "divine right" to rule are being taught that the divinity delusion has had its day, and will soon be required to give place to ideas in governmental affairs in consonance with the declaration that "all men are born equal," and that "governments derive their just powers from the consent of the governed." It would be in

many regards agreeable, and doubtless instructive, to devote time and space to retrospective reflections based upon immutable truths, showing that the triumphs of the past are the vitalizing forces of to-day, and that, to-day—the living present—their power is being indefinitely augmented for future conquests.

We are not inclined to speak of the past as the "dead past," nor are we content with assigning it the task of burying its dead. The past is dead only in the sense that it will not return, but it is not silent, it is not voiceless. It speaketh, and those who disregard its teachings are illy prepared to act well their part in the present, and though they talk hopefully of the future, the admission will eventually be extorted that those who under-estimate experience, who thrust aside the lessons which the past has taught, have courted disappointments, rather than success, in life.

We must not be charged, because of these retrospective remarks, with being unduly absorbed in the past. It is not our mission to recite funeral orations over our ancestors. The present generation knows more than all past generations combined, necessarily so, since we have in store all they knew, and have added immensely to their legacy. The living can pronounce no higher eulogy upon the dead than to show that their virtues are remembered, their wisdom appreciated, and that their labors to advance the well-being of mankind, resumed when they surrendered, are going forward with ever-increasing energy. In this way the present generation is cancelling its obligations to the past, and creating a debt of gratitude which future generations can satisfy in no way but by increased devotion to all things which have for their ultimate purpose the greatest good to the greatest number of men.

We have said, we write during the closing hours of A. D. 1886, and it must be said that we are more interested in the lessons the year has taught us than in any previous year of the centuries gone. As we write, numerous

subjects demand recognition at our hands. It was but yesterday when a mighty nation, in response to proclamations, was requested to give thanks that seed time and harvest had come in regular succession, and that abundance had crowned the labors of the people. It is an old-time custom, and its observance meets with general approval. It affords an excuse for sumptuous banquets for those who have money, and in thousands of humble homes efforts will be made to bear testimony of gratitude to an All-wise Providence that presides over the affairs of men. We are quite confident that in so far as Providence is concerned, it was its purpose that every man, woman and child in this heaven-favored country should have an abundance of food and comfortable clothing and shelter on Thanksgiving Day. Such, however, is not the case, and in spite of proclamations there were thousands of homes where the inmates had little reason for thanksgiving. And it might be well for such high officials as issue proclamations extolling the beneficence of Providence to devote some attention to such damnable policies as enable men to thwart the decrees of Providence, and, in place of plenty and thanksgiving, create idleness, destitution and cursing.

As we write, there comes on the pulsating air the melodies of chiming bells, heralding the Christmas anniversary, recalling to the mind an event which transpired one thousand eight hundred and eighty-seven years ago, when, in Bethlehem, of Judea, a child was born of "poor but respectable" parents, in a stable, because no room could be obtained at the inn. The child was called the "Carpenter's Son," and, because of its humble birth, Rev. De Witt Talmage says, that although "the Son of God as well as the son of man, he was and is the friend of the working men and women of the world," and will eventually solve all the labor problems which vex society. We read that his coming was heralded as establishing "peace on earth, good will to men." We have no theological views

to submit to the readers of the *Magazine*, but it may be well to say that what we call Christian civilization, when it establishes free schools and a free press, and puts the ballot in the hands of the people to establish governments by the consent of the governed, is significant of triumphs for the right, which crowns Christmas anniversaries with a glory which defies the wealth of all hyperbole.

In contemplating the recorded facts of 1886 we see such an advance in the power, dignity and influence of working men as no other year has chronicled since the slaves of Egypt built the Pyramids and hewed out the Sphinx. And yet, however grand the advance, it is as but the hesitating step of the infant, compared with its stride in manhood's prime. It is conceded now by those in a position to speak wisely, that hereafter the working men's votes are to shape the policy of parties. It is not to be presumed that the millennial era is to dawn immediately, that human nature is to be sublimated, that all forms of rascality and scoundrelism are to disappear or that criminal courts are to be closed and prisons given over to bats and decay. But it does mean that flagrant wrongs are no longer to be perpetrated under the sanction of the law. It does mean that the wealth which labor creates is to be more equitably distributed. It does mean that one class of men shall not levy tribute upon communities to pay dividends upon watered stocks. It does mean that it shall be a felony for banks to combine with bucket shop speculators to corner the food products of the country, and it does mean such a revision of the laws that rich, educated and refined scoundrels shall pay all the penalties visited upon rascals less favored in their social standing. In these particulars, 1886 has advanced to the front of all the years, and it takes its departure to join the centuries gone, burdened with the benedictions of admiring and grateful millions. Its teachings will not be forgotten, the beacon lights it has erected are not soon to go out. Grand old year. Vigorous

still, its voice was never more stentorian nor its utterances more inspiring, and 1887, in taking sceptre, crown and throne, will marshal the hosts of men whose motto is peace, plenty, prosperity and fair play, and lead on to victory.

But what of the Brotherhood of Locomotive Firemen and 1886? To the interrogatory, in fancy we see twenty thousand Firemen rise to respond. Of all the upturned faces not one bears the impress of despondency. Every eye gleams with satisfaction, every heart beats responsive to hopefulness. If all could speak at once, and verily they do, the declaration would be, indeed it is, "The year 1886 has been the best of all the years of our Brotherhood." We have advanced, we are on higher ground—the outlook is brighter, the prospect more inviting. We know ourselves better. The year 1886 has been one of unification, of sturdy growth, to our Brotherhood. It has sent its roots down deeper into the affections of the membership. Like the banyan tree, its mighty arms have laid hold upon the earth, and inviting the pilgrim to its shade, says the storms that ever and anon sweep along their desolating pathway are resisted here. Peace, confidence and harmony reign throughout our jurisdiction.

In writing prospectively what shall we say? Is not the past a guarantee for the future? It is the storm and not the calm that tests the qualities of the ship and the sailors. We have had our storms, and thank God, our good ship was equal to the emergency, and our sailors did not quail. It is the battle not the bivouac that tests the courage of the soldier. We have had our battles and our flag, like the starry banner, when the smoke cleared away was still floating in triumph. We have not ignored the lessons of the past. We have not been deaf to the teachings of experience nor blind to defects. Making no pretensions to perfection, we are content to reduce the number and magnitude of mistakes, and to show in our annual balance sheets a steadily accumulating stock of self-

reliance and self-respect, and such resources of knowledge as prompt us to welcome the coming year, with all the trials and responsibilities it may have in store for our noble Brotherhood.

Such reflections, retrospective and prospective, we submit for our thousands of readers with whom, during the coming year, we hope to hold pleasant converse upon topics calculated to still more intimately unite the members of our Order in the bonds of fraternal friendship and love, and in closing this article, we should be false to emotions born of gratitude if we failed to express our appreciation of the confidence of the convention which placed the fortunes of the *Magazine* again in our hands. It is not required that we should burden these pages with promises, but this we may say, that as succeeding numbers are submitted for inspection we hope to obtain a verdict of approval based upon meritorious effort to improve its pages and to hold it where it stands today, in the front rank of the Brotherhood Magazines of the period.

A MR. NEELD, of Chicago, a business man of high standing, swindled innocent parties to the extent of \$400,000, and immediately crossed the line into Canada, and is living in elegant luxury in that hospitable land. It would be interesting to know how many gilded scoundrels from the United States are now in Canada secure from molestation. We are inclined to the opinion that when the labor element of the United States becomes a little more potent in governmental affairs a way will be found to bring these rascals home and make them pay such penalties for their crimes as fall to the lot of less conspicuous scoundrels.

It is stated that the use of natural gas has already thrown 5,000 persons out of employment, in and around Pittsburgh. There may be, therefore, some consolation in the scientific prognostication that natural gas will be exhausted in twenty years.

CLASSIFICATION.

In the September number of the *Magazine*, we took occasion to expose the absurdities and injustice of classifying locomotive engineers. The numerous and hearty commendations of the article by engineers and firemen, assures us that our criticisms and arguments were strictly in keeping with the views of practical common sense men, who have all too often been the victims of a species of strategy, approaching chicane, which in the past has been fruitful of ill-feeling and estrangement, and productive of strikes and wide-spread unrest.

We have sought in vain for a person competent to discuss the subject, who approves of the modern method of classifying locomotive engineers, indeed, we have not found an individual familiar with railroading, of any calibre, or in any position, who has a reason to offer for the adoption of classification or for its continuance.

We do not assume that it is our prerogative to instruct railroad managers in the performance of their duties. Nor are we ambitious to play the role of censor, but it must be understood that classification touches vital interests of seventeen thousand members of the Brotherhood of Locomotive Firemen. This Magazine is their official organ. Through its columns they interchange opinions with each other and the public, it is therefore becoming, when their interests are directly or indirectly, immediately or remotely assailed, that they should be heard in these pages. It would afford us special satisfaction to read what those have to say who inaugurated classification, in its favor, and our columns are open to them for that purpose. We should be pleased to have them respond, unequivocally to a few direct interrogatories, as follows:

Do you take a fourth-class engineer, and require him to assume all the responsibilities of a first-class engineer?

We will suppose that over your road you start out four trains daily. One at 6 A. M., one at 10 A. M., one at 2 P. M., one at 6 P. M., all passenger

trains, and each carrying 400 passengers. Please state why you place in command of these locomotives 1st, 2d, 3d and 4th class engineers?

You pay a 1st class engineer, we will say, \$4.00 a day, and a 2d class \$3.50. Will you state how you arrive at the conclusion that the 2nd class engineer is worth to you 50 cents a day less than a 1st class engineer? You will please state, if the 2nd class engineer is wanting in capability or experience, if he is not familiar with the road, if he is ignorant of its grades, curves, cuts, bridges, tunnels, or any other thing pertaining to the road. Please state if he is rated 2nd class on account of bad habits, defective eyesight or hearing, or if he is otherwise physically 2nd class. Having done this, please mass all your resources of mathematical logic and demonstrate that such defects place him not fifty thousand fathoms below a 1st class engineer, but fifty cents a day below a 1st class engineer, and when you have exhausted your facts and fancies to prove that he is a 2nd class engineer, stand upright, if you can, hold up your head, if you can, and declare that this 2nd class engineer takes all the responsibilities of a 1st class engineer, performs identically the same services. This done, if a burning blush does not mantle your cheek, it will be because it is made of brass.

Having gotten through with the 2nd class engineer, we ask you to take up the cases of the 3d and 4th classes of engineers and answer the same questions, and having done this to your satisfaction and to the disgust of all other persons, we demand that you have the courage and the manliness to address the passengers on the trains in charge of 2nd, 3d and 4th class engineers in words about as follows:

"Ladies and Gentlemen:

"This train is not in charge of a 1st class engineer, but in charge of a 2d, 3d or 4th class engineer (as the case may be) but I want to say to you that this classification has no reference whatever to competency, to capacity, to character or to experience. In these regards the engineer is 1st class. This thing of classifying engineers relates

solely to wages, and is an arrangement by which we obtain the services of engineers at less than what they are worth. I beg you will give yourselves no uneasiness, and wishing you a pleasant ride, I bid you good bye!"

It will be ascertained, after careful investigation, that classification has no purpose but to reduce wages and to keep them at the lowest level possible. But it should be understood that to accomplish this, there is constantly disappearing from the ranks 1st class engineers. Already their number is large and is constantly increasing. Hitherto the programme has been to promote firemen worthy of promotion to be engineers without any classification. The fireman became an engineer because he had earned the promotion, because he was capable, but now after serving the same apprenticeship, and having acquired the requisite knowledge and experience, if promoted it is to a 4th class engineer, and when he reaches the position of 1st class engineer under the classification rules, he has no guarantee whatever of being retained. The promotion programme is behind him and he finds that advancement but paved the way to idleness. In the very nature of things it must be so, because it is not to be presumed that an engineer in any sense qualified for the position will long submit to be rated 4th class, or any other class below 1st class. As a result, firemen and engineers combine to destroy themselves. Suppose firemen were universally determined not to accept the position of 4th class engineer; it is easy to see in that case, that the classification arrangement would come to a sudden halt. Engineers would be engineers without the classification attachment, and they would all be 1st class, as in fact they are, when one engineer performs the duties and takes all the responsibilities of any other engineer on the same road.

There is a total absence of equity in classification as now practiced. The roads that have adopted it can not justify the proceeding by any process

of reasoning. They can not assert that they are placing their engines in the hands of incompetent men; they dare not say that. If then their engineers are competent, what other test can they be subjected to by which their wages are reduced? The injustice is transparent and flagrant, and a combined effort on the part of firemen and engineers would remand it to the limbo of the obsolete.

The subject is one deserving of discussion in every railroad publication of the country, and if possible, the roads that practice it, should be persuaded to state their reasons for its adoption.

WE have only words of exultant pride in speaking of the past success of this *Magazine*, but we desire to say to the members of our Brotherhood and to our patrons beyond the boundaries of our Lodges, that for the coming year we desire to be still more exultant, and shall omit nothing calculated to increase the popularity of the LOCOMOTIVE FIREMEN'S MAGAZINE.

It is stated that railway associations are considering the importance of holding their annual conventions at central points, instead of going to the extreme limits of the continent; and St. Louis, Chicago, Indianapolis, Louisville, Cincinnati, Buffalo, Cleveland and Detroit are named as the most favorable localities.

THE railroads of Michigan, according to the reports of their managers, employ, all told, 18,475 persons, mostly males. Accordingly, if there are in operation 125,000 miles of railroad, they employ 461,875 persons.

IF there is one thing which, more than any other, marks the advance of the labor interests of the country, it is to be found in the friendly tone of the press. We toast the press.

THE Argentine Republic has in operation 2,565 miles of railroads, with 1,229 miles in the course of construction.

BIENNIAL SESSIONS.

It is known that the Brotherhood of Locomotive Firemen at its late annual convention, changed the meetings of the conventions from annual to biennial, so that hereafter, instead of a convention every year, they will be held once in two years. Of the thirty-eight States and eight Territories which constitute the American Union, thirty-nine have biennial sessions of their Legislatures, and only seven annual sessions. We mention this fact as indicative of a deep seated conviction on the part of the American people that annual sessions of the Legislature are too frequent, and that biennial sessions answer every requirement, and it may be held, we think, with much propriety, that if biennial sessions of the Legislatures of great and growing States meets every prudent demand for legislation, the same may be said of the Brotherhood of Locomotive Firemen, and other similar organizations.

It was true at first, we think, of all the States, at least of all the older States, that their Legislatures met annually, and it may still be required that States in the first few years of Statehood should have annual sessions of their Legislatures, but when the machinery of government becomes well adjusted, the necessity for annual sessions disappears, and hence, as we have shown, biennial sessions take the place of annual sessions.

It may be assumed that what is good for States is equally beneficial for Brotherhoods, and that, if sovereign States with manifold interests at stake, find it to their advantage to dispense with annual sessions of their Legislatures, Brotherhoods, of whatever name may profit by their example.

It is well understood that the human mind is so constituted that if Legislatures and Brotherhood Conventions were constantly in session there would be no lack of subjects presented for debate, and change, instead of stability, would be the rule, and it has come to be recognized at last that two years is required to test the wisdom of

such laws and regulations as Legislatures and conventions enact, and it may be said that the adoption of the biennial plan has worked so well that no complaint has been heard, and that no instance of going back to annual sessions is on record.

The Brotherhood of Locomotive Firemen has held thirteen annual conventions, and we are inclined to the opinion they were required to place the Brotherhood in a position to adopt the biennial plan, and we shall be required to change our views upon the subject if biennial meetings fail to meet every requirement, or to grow in popular favor.

In the first place, the laws governing the Brotherhood, after the most patient consideration, have been simplified and adjusted to meet every requirement. They are easily understood and can be administered with few errors, and those of little consequence to the welfare of the Order. This being true, annual meetings are not required to repeal bad laws or to enact new ones.

In these days of hard work and small wages it becomes eminently the part of prudence to consider every question in its financial aspect, and when money can be prudently saved, it becomes a wrong of aggravating proportions to disregard the requirement. It is held that an annual convention of our brotherhood involves an expense of not less than \$30,000. Now, if this large expenditure of money is required to promote the welfare of the Order, it should be cheerfully given, but on the contrary, if investigation and experience combine to show that this sum can be saved without detriment to any interest, it becomes an important duty on the part of the Brotherhood to see that it is not squandered to no good purpose, and by enacting the law requiring biennial sessions of conventions the Brotherhood has, we believe, accomplished the saving of large sums of money.

Again, it is worthy of remark, that while railroad managements have been opulent in their generosity in extend-

ing free transportation to our delegates, it is becoming on the part of beneficiaries, not to require such courtesies unless there is an important and worthy object in view, to be accomplished. In this connection it is not out of place to name a few of the organizations which annually tax the generosity of railroad officials. Beginning with the Brotherhood of Locomotive Firemen, we have the following Brotherhoods, namely: Engineers, Conductors, Brakemen, Switchmen, Yard Masters, Station Agents, Master Mechanics, Train Dispatchers and Car Builders. There may be others still, but the ten we have named, it will be readily conceded, make a most formidable army of delegates, who have annually asked free transportation of the various railways of the country. That these requests have been responded to by the officials with rare liberality, we have had ample occasion for knowing, but the point we make is, that such requests should not be made unless the object in view is business in which the railroads have at least an indirect interest fully equal to the transportation they bestow, and this we think they do have when the Brotherhoods named meet in Convention to discuss topics relating to their welfare, but if, as we believe, biennial sessions only are required, then the railroad officials would be relieved from the annual demand upon their liberality.

The question of biennial sessions, as well as a reduction in the number of delegates, invites and will bear investigation and discussion, and as the B. of L. F. has made the new departure in biennial sessions, we shall be glad to note any remark our esteemed contemporaries may devote to the subject.

It was recently said by a distinguished speaker upon labor topics that "a man who has got \$5.00 in the savings bank is a capitalist in the fullest sense of the word." Possibly, but we doubt if Jay Gould would so rate him.

AMALGAMATION.

The Continental and International Brotherhood of Locomotive Firemen, while feeling a just pride in its growth in membership, ability, stability, influence and wealth, takes a lively interest in the growth and prosperity of every other organization of wage men in the country. It believes the country is large enough for them all, that each has ample space to work out its mission without clashing with others; moreover, it believes that opposition and hostility cannot occur, unless designed, since all such organizations, professedly, move upon parallel lines of operation. This being true, there is no necessity for amalgamation of such organizations, by whatever name they may be known.

At the Thirteenth Annual Convention of the B. of L. F., the subject under consideration was brought forward and given special prominence, and as a result of the deliberations the following resolution was adopted:

Resolved, That we place ourselves on record as voicing the true sentiments of the Brotherhood of Locomotive Firemen, as being first, last and always opposed to amalgamation with any other organization, and that we instruct the Editor of our Magazine to make this resolution the subject of such comments as in his judgment may be necessary to place it properly before the public."

In stating the position of the B. of L. F. upon the subject of amalgamation, it would seem to be scarcely necessary to do more than to publish the foregoing resolution. It is concise and emphatic. It drives straight at the mark, and leaves nothing for guessing. The Brotherhood of Locomotive Firemen takes no stock in amalgamation. It does not propose to unite, to coalesce with any other organization. It has grown to greatness, it has expanded to continental proportions. It has had its share of difficulties and has overcome them. It has been weak in numbers and in material resources, but never saw the day when it was weak either in courage or confidence. There was never a time when our Brotherhood was not inspired by noble ambitions, there was never a time when it did

not feel itself capable of solving all the problems which fate or fortune forced upon it, and past success is a guarantee that it will prove equal to every requirement of the future. In saying this we indulge in no bravado; we simply recite facts as they exist and with which the membership are entirely familiar. Taking a survey of the Brotherhood, moderately estimating its resources, its commanding position in the family of organizations, what, we ask, could be gained by amalgamation? What other organization is more powerful or better equipped for work in its chosen field? What other organization merits or receives a larger share of public confidence? We answer, not one. The Brotherhood of Locomotive Firemen is strong in self-reliance, in confidence in itself. It needs no props. Kind words, generous recognition, it appreciates, but it does not "stoop to conquer." With calm self-possession it surveys the field, and as its interests require new territory it will go and take it—and wherever it goes it goes to stay. Such is its history in the past. Its purpose is not changed. It maps out its policy as it advances, and its mission being to secure the largest share of benefits for its members possible, its destiny is as secure as that of any other organization that predicates success upon intelligence, probity, work and wages.

Such being the situation, it is not surprising that the Brotherhood in convention resolved that it is "first, last and always opposed to amalgamation with any other organization." But it should everywhere be understood that the language of the resolution does not mean hostility to any other organization. On the contrary, the Brotherhood of Locomotive Firemen sends greetings of friendship and good will to all other organizations of wage men. It glories in their success, and is a stranger to envy. To battle for advanced positions is the birthright of all, and when the coveted goal is reached, the Brotherhood of Locomotive Firemen will be one of the first to join in the shout, "Well done!"

EXPULSIONS.

The term "expulsion," when used to signify a penalty imposed upon a member of the B. of L. F., is fruitful of unpleasant impressions which it would be difficult to exaggerate. The member expelled, it is proper to say, is without excuse, for it is well known that, as brethren, the members of our Brotherhood are bound by every fraternal tie to deal kindly with an erring brother. Hasty action is never taken. Patience and forbearance, kindness and consideration, are permitted to have full sway, because, when it is possible to save a brother from reproach, no legitimate effort is spared, and *expulsion* is only the last resort.

It should be said, in this connection, that the laws enacted for the government of the B. of L. F. are eminently wise. They are the result of experience, cool deliberation, and have for their supreme purpose the promotion of the welfare of the Brotherhood, and the perpetuation of its existence in a condition to command, not only the respect of its efficient members, but the confidence and esteem of society generally.

It is not required that we should specify the improprieties of members, which, when satisfactory explanation and reparation is not made, lead to expulsion; but in every case they are such that no one having a proper regard for his own character and standing, or who is a well-wisher of the Brotherhood, can commit. It is no part of our purpose in this article to indulge in appeals to the members of our Brotherhood to act worthily of their high mission. This we may do when the subject is less rugged; our object now is to say that in the future, no member of the B. of L. F. will be **EXPULLED MORE THAN TWICE**. Two expulsions will *forever* settle the question of membership. Such is the irrevocable decree of the late Convention of the Brotherhood. A member once expelled may be reinstated. That charity which "hideth a multitude of faults" will be available to those who have been once expelled, when the evidences of amend-

ment warrant its exercise; but when a second expulsion occurs, the doors of the Order are forever closed to that unfortunate member—and it is for the benefit particularly of those of our membership who have been *once* expelled, that this article is written.

We feel assured that the law enacted by the late Convention upon the subject of expulsions will meet with universal approval. In its leniency it recognizes the possibility of reformation, and with a generosity worthy of high commendation says to a brother once expelled, "we will try you *once* more, but a return to evil ways necessitating a second expulsion, then the edict is, 'he is wedded to his idols, let him alone.'"

The Brotherhood is generous and forgiving, but it has resolved in its wisdom, born of experience, not to be burdened with a membership which is blind to the proprieties which give character to men and to associations, and deaf to entreaties of fellowship, hence, when a second expulsion occurs, the doors of the Brotherhood are forever barred to another admittance.

The Brotherhood of Locomotive Firemen demands a membership of manly men. This it has, and every consideration of healthy growth requires the elimination of every element calculated to dwarf it in its own estimation, or that of the public.

CONVICT LABOR.

The press of the country, religious and secular, is discussing with ever increasing emphasis the convict labor question. The State must cease operating its convicts in a way to depress honest labor. It is a foregone conclusion. The more the question is discussed the more repulsive does the fact appear, that the State, by employing convict labor in a way to increase the perils of honest labor, employs crime to increase crime. In this connection we notice the following editorial comments in a Missouri paper of recent date: "Whether or not working convicts on the public roads is feasible, we give notice to the press and the

statesmen of the state of Missouri that some other plan than the contract system must soon be devised for employing them. We are credibly informed that the superintendent of the largest shoe shop in the Missouri prison states that his company, who are now employing about \$3,000,000 in working convicts in this and other states, has been asked to unite with other manufacturers and agree not to renew any of their contracts, when they expire, for this class of labor. The people throughout the length and breadth of the land are becoming interested in this great problem, and in the end convict labor must go. Is it not the part of wisdom and good statesmanship to anticipate this state of affairs and prepare for employing them elsewhere? The principle argument in favor of convict labor relates to revenue, but it is short-sighted statesmanship to assume that revenue derived from such source is an advantage to the State. It would be better for convicts to serve their terms of imprisonment locked up in their cells than to work them, if thereby honest toil is embarrassed and honest workingmen are deprived of the privilege of supporting their families. It is not practicable to reduce the wages of law-abiding citizens to the level of convict wages. The idea is revolting, and the practice is degrading. The question is up for debate, and must be decided in favor of honest, law-abiding wagemen.

THE THIRTEENTH ANNUAL CONVENTION.

In a previous number of the *Magazine*, we commented at some length on the Thirteenth Annual Convention of the B. of L. F., held in Minneapolis. It is not surprising that we should have indulged in sanguine expressions, in regard to the outlook of our beloved Order, but as the days go by, however strange it may appear, it is nevertheless true, our confidence takes on still more stalwart proportions; hopes become realities and enthusiasm takes the place of moderation. It may be asked, why this ardent

anticipation, this buoyancy of faith? We answer: 1st, The Convention was exceptionally harmonious, and it should be understood that this concord, this peace, amity, friendship, good understanding, did not arise from any special exertion on the part of the delegates to bring about unison out of discord. The delegates, one and all, were from the first deeply imbued with the spirit of agreement, with that fraternal feeling born of clear perceptions, that the welfare of the Order could be best promoted, or in fact, could only be advanced by the exaltation of the genius of brotherhood. As a consequence, there were no bickerings. Differences of opinions there were, but it was manifest from the first that those who entered most heartily into the debates upon the many questions brought forward, had the supreme good of the Brotherhood at heart, and were only anxious to find the best way to do the right thing. There were absolutely no obstructing elements in the Convention, and those who were most familiar with the history of the Brotherhood, were confident that the *personnel* of the Thirteenth Annual Convention was superior to that of any previous Convention, and fortunately this can be said without depreciating the character of the delegates, who have on former occasions mapped out the policy of the Brotherhood. Indeed, it ought to be true, since in thirteen years the Brotherhood ought to have grown in experience, in a knowledge of its wants, and in methods of bringing about desired improvements in legislation. The Brotherhood of Locomotive Firemen has grown in knowledge and experience. This was expected and predicted. The membership is composed chiefly of young men, who are wide awake, on the alert, and who are keeping abreast of the ideas of this wonderfully active age.

2nd, It was found that the Brotherhood had outgrown its Constitution, the organic law of the Order. Advancing from one lodge with a dozen members to 235 Lodges with 17,000

members, a new Constitution and By Laws were required. It is not required that we should specify the difficulties to be overcome in forming a Constitution for a Continental and an International Brotherhood embracing a membership of 17,000. It is sufficient to say, they are numerous, and frequently of a character to challenge the highest ability, but whatever they were, the delegates to the Thirteenth Annual Convention were equal to the emergency and the Brotherhood of Locomotive Firemen has a right to feel exultant over the good work accomplished.

Such facts bring into prominence the intellectual growth of the Brotherhood. Its juvenile days are past. Strong in membership, vigorous in intellectual ability, ripening in experience, familiar with all questions which directly affect its interests, and entirely capable of maintaining its advanced position in the army of fraternal organizations, it is not surprising that it commands the admiration of its members and the respect of communities. The subject is fruitful of suggestions which we hope to elaborate in the coming numbers of the *Magazine*, but for the present it will be sufficient to say that we regard the future of our noble Brotherhood as secure.

In our readings we occasionally find a writer who is of the opinion that during the year 1886 labor has not only made no progress in bettering its condition, but has lost ground and is in a worse condition than when the merry bells announced the advent of the New Year.

As a matter of course, these scribblers do not state how or in what way labor receded from any advanced position. They rely upon assertions, not facts, and, manifestly, if they have any purpose in view, it is to dissuade workmen from making further efforts to improve their condition.

The truth of the matter is, that labor never occupied a position so advanced as it does to-day. It was never before

so much respected, so much feared or so distinctly honored.

We know, as others know, that the ordeal through which labor has passed during the year 1886 has been a fierce and a trying one. We know the furnace was hot, we know that passions were aroused, we know that wrongs were committed, and we know, when the smoke of the battles cleared away and reason resumed its throne, that labor had advanced instead of receding.

The labor sentiment of the country does not indorse outlawry in any of its forms, and the good sense of the people does not hold the great body of workmen responsible for the wrongs of individuals. If public sentiment were constructed upon that theory, what would become of the church? What would be the conclusion of any philanthropic enterprise known to our boasted civilization? The war to save the Union did not escape the commission of wrongs sufficiently terrible to make angels weep. But reasonable men note purposes and results more than incidents, fallibilities peculiar to human nature.

As one of the results of the labor troubles of 1886, it is possible for the representatives of employes to consult with employers more readily than ever before, and the beneficent consequences of such an advance in the dignity of labor promises incalculable benefits to society. It means more harmony, a nearer approach to justice, more equitable wages and many other benefits which betoken quiet, order and prosperity.

Let scribblers revise their theories.

ONE of the unpleasant results of strikes, frequently overlooked, is that the strikers throw a large number of workers out of employment who are in no wise connected with them. A case in point is found in New York, when by complications in the building trade, brought about by 400 brown-stone rubbers, from 10,000 to 12,000 men are likely to be rendered idle for an indefinite period.

THE *American Machinist* makes the announcement that Mr. J. G. A. Meyer, who has earned an enviable reputation by contributing a series of valuable articles to their publication on modern locomotive construction, will hereafter devote himself to editorial work on that paper. The *Machinist* says: "Mr. Meyer is an experienced mechanical engineer and is familiar with both railroad and other mechanical practice. He was with General McClellan four years while the latter was Superintendent of the Department of Docks in this city. For some time he was engaged in Roach's shipbuilding establishment and during the last ten years he has been chief draftsman and designer at the Grant Locomotive Works, a position which he resigns to accept this new one." We congratulate the *American Machinist* upon the acquisition to its editorial staff of a gentleman of Mr. Meyer's superior abilities.

AN act of injustice, it should be understood, is not changed nor modified by the follies or indiscretions of its victims. It may be all wrong for a man who receives \$1.00 a day to spend a farthing of his hard-earned money in a saloon, but if his employer pays him only a dollar when he earns \$1.50, the outrage is not condoned by the victim's folly, and if the wrong has been done, drunk or sober, the victim of the wrong has a right to complain and protest.

THE reports of ninety-three railroads in the United States show gross earnings of \$154,768,245.00 for the first nine months of the year, an increase of about \$6,000,000.00 over a corresponding period of last year, and an increase of about \$2,000,000.00 over the same time in 1884.

TRUE HEROISM.

Let others write of battles fought,
Of bloody, ghastly fields,
Where honor greets the man who wins,
And death the man who yields;
But I will write of him who fights,
And vanquishes his sins,
Who struggles on through weary years
Against *himself* and wins.

He is a hero staunch and brave,
Who fights an unseen foe,
And puts at least beneath his feet,
His passions base and low;
Who stands erect in manhood's might,
Undaunted, undismayed—
The bravest man who drew a sword
In foray, or in raid.

It calls for something more than brawn,
Or muscle to o'ercome,
An enemy who marcheth not
With banner, plume and drum—
A foe forever lurking nigh,
With silent, stealthy tread;
Forever near your board by day,
At night beside your bed.

All honor, then to that brave heart!
Though poor or rich he be,
Who struggles with his better part—
Who conquers and is free,
He may not wear a hero's crown,
Nor fill a hero's grave,
But truth will place his name among
The bravest of the brave.



MESSRS. EDITORS: The October *Magazine* shows an evidently increasing interest in the Mechanical Department, for besides the former contributors we hail a number of new correspondents with delight, and we hope that "S.," "M. P.," "Smoke Jack," "Steam Guage," "J. C.," "C. W. R. R.," "Crank?" "265," "the Two B's," "Throttle Gland," "T. C. B.," are still only the advance line of pickets of the hosts of our members who shall make use of these columns for the purpose for which they were designed, namely, for the discussion of topics relating to the wonderful machine by which we are enabled to earn our livelihood.

Mr. Lockwood again lays down several propositions in the October number, page 594, the first being that the axis of motion and the centre of motion are one and the same thing, and in this I believe he will have the endorsement of all our mechanical contributors.

The next points are really one, as it appears to me, for according to my mind a locomotive when blocked up so that her drivers do not touch the rails, is a complete engine, and can and does develop just as much power, if fired up and worked in that position, as she would possess if in contact with the rails. Therefore, I can see no difference in the working of an engine, whether it is working without touching the rail, or touching it without enough adhesion to prevent slipping, or in pulling the rails under it, or rolling ahead on the rail, except that in the latter case the engine ceases to be an engine and becomes a locomotive, a machine capable of moving from place to place. (Is it not wrong that we, who call ourselves locomotive firemen should so carelessly and inappropriately talk and write about our *engines*, when we mean *locomotives*, and when there is such a vast difference between the two machines? They both develop power, but what a difference between a stationary engine, which is confined to a limited space, and seems to know only just enough to keep up to its certain number of revolutions, and the mighty, throbbing, rushing locomotive, which flies away with the speed of the wind, annihilating space and distance, drawing after it palaces and hotels filled with an ever changing population, or, when in another mood, attaching itself to an endless train of cars, and transporting the produce of the boundless west to the hungry east, and returning laden with the products of the eastern manufactories to bring comfort to the "wild west." Let us, therefore, call things by their right names, and say and write lo-

comotive when we mean it.) To return to the propositions of Mr. Lockwood, I would say that I really cannot see any difference in the action of a revolving wheel resting on a rail and rolling, or being held stationary and the rail drawn under it, or even in greasing the rail, which is only a way of destroying the adhesion.

Beyond a doubt many of your readers are waiting for the promised articles by Mr. Lockwood with all due patience, and feel sure of being amply rewarded in due time.

"M. P.," in writing on the travel of the valve, thinks that "when working in full stroke the valve travels farther, but has a longer period of time to do it in," hence he concludes that it need not travel any faster in the full stroke than when hooked back. If "M. P." will carefully consider or watch the motion of the eccentric cam, as communicated to the eccentric straps and rods, and by them to the link, he will find that they have the same amount of motion at all times, and that it is only by shifting the position of the link-block in the link, by raising or lowering the link, that we obtain a longer or shorter, or, in the same sense, a faster or slower movement of the valve.

"Smoke Jack" asks: "On a ten-wheeler, or any kind of a six-wheel connected locomotive where the forward pin moves close inside the cross-head, what kind of a line would this pin leave on the cross-head, if so arranged as to leave a line?" I answer, it would make a nearly straight line at right angles to the wheel centre, or up and down, and make the same kind of a line going up or down. To be more accurate, let me say that if a paste-board was fastened to the cross-head so as to receive the full length of the mark, it would make a line twenty-four inches long, up and down, if it were a twenty-four inch stroke locomotive, and that the center of the line would be about one-tenth of an inch back of a true line between the points with an eight foot main rod. The line would become more out with a shorter rod, and more nearly true with a longer rod.

"Steam Guage's" query about keeping the forward port closed by slipping the eccentric, implies a misunderstanding in regard to the true functions of the eccentric, for it does not matter how much the eccentric is shifted, it will not throw the valve farther ahead or back on its seat, but will only make it cut off and exhaust out of time, or make the locomotive lame. The only practical way of closing the port is by disconnecting the valve stems, shoving the valve over the port and fastening it there.

In regard to "J. C.'s" query, I would reply that as the eccentric is only another shape of a crank, and as the pin of the crank of the eccentric is in the belly, or big part of the eccentric, the valve will move fastest when the belly of the eccentric cam is

either on top or under the axle, and that its slowest movements are when the belly is passing its dead centers in front or back of the axle. When a locomotive is on a dead center on either side, the valve will have to be in the same position on that side, whether you are going ahead or back, for the steam must first enter the cylinder at the end where the piston may be at the time, for if the valve is square it should be opened the amount of the lead, or about the thickness of a tin ordinarily. In shifting the reverse lever the valve will move a little while the lever passes the center, but will return to the same place as the lever reaches the corner. This shows that there is an increase of lead as the locomotive is hooked up, adapting it to the quicker motions. The amount of movement obtained by reversing differs with the length of eccentric, and the radius of the link, but rarely exceeds one-fourth inch, but is more frequently less, averaging perhaps one-eighth inch.

In regard to moving a locomotive when the rods connecting the main axle with the eccentric axles are taken down, let me say that it can be done if great care is taken, and if the wheels are just of a size, but if the drivers are slipped, or the wheels should be worn unequally, the locomotive would soon be thrown out of time, that is, the valve would not open or close at the proper moment to admit or exhaust steam, and not doing this the locomotive would soon come to a stop.

Referring to "East Line's" query in the August number, I answered that the wheels would move towards you if the rope was pulled, but "Eccentric" wishes to be very sure, so he asks in relation to the counter-balance and opposite pin and counter-balance. If the wheels are at rest, it will be only a matter of more or less force to be employed, to make the wheels come to you, no matter where the different parts may be.

"S." asks "which end of main rod travels the farthest in one revolution?" The only correct answer is, "the back end." For instance take a twenty-four inch stroke locomotive, and the cross-head with front end of rod attached, shows a reciprocating motion of forty-eight inches to each revolution, while the back end travels through a circle of twenty-four inch diameter, or a circumference of nearly seventy-five and one-half inches, or over one and one-half times as far as the front end.

"M. P.'s" statement that part of the locomotive should be traveling backward while the locomotive is going ahead, can only be true in regard to certain reciprocating parts as considered to other parts, and not as to objects along the track. There are a number of parts that have such a backward motion.

"Crank" asks, "How many times does a crank pin revolve for each revolution of a

wheel?" As the pin is firmly attached to the wheel, it must turn once, and cannot turn more than once for each revolution of the wheel. To prove it, make a mark on the pin and on the brasses, and move the locomotive until the marks meet again, and your pin and wheel will have made one revolution each.

"Smoke Arch" says the piston travels, and in this he fully concurs with my ideas, as given in the September number. He also has the same opinion I have in regard to pumping, only I wish to add that the fireman is not the only party who is benefitted by judicious pumping, for it will make quite a difference in the amount of fuel used.

"Ex-Engineer" says the piston moves half the time but remains stationary the other half. How do you mean, Bro. "Ex?"

In regard to that piece of valve, it must have been ejected with the exhaust from the right side, and drawn into the left by the reversing of the engine, showing what a powerful suction is formed by such an act.

A great deal of discussion is going on different publications, in regard to pumps versus injectors, without, however, getting any very accurate data to work on, to determine positively which is the most desirable water feeder. Perhaps some of our readers may be able to give us some ideas on this mooted point, and by so doing advance our standard of knowledge another notch. *Vulcan.*

ATCHISON, Kan, Oct. 17, 1886.

MESSRS. EDITORS.—In answer to "Throttle Gland's" question on page 596 of the October number I would say: On an engine that the main pin is on a different pair of drivers than the eccentrics, if the forward side rod pin should be broken, that the engine can be taken to the shop. If there is a knuckle joint on side rod, both side rods should be taken down, and every precaution taken not to slip the drivers, no train should be taken and with care, the engine can be taken to the shop.

To the last question: "Can the engine be run with the eccentrics on one axle, and the crank-pins on the drivers of a different axle?" It can in the way described.

Tattler.

COMO, COL., Oct. 20, 1886.

MESSRS. EDITORS:—In our Mechanical Department are we supposed to ask only such questions as we cannot answer to our own satisfaction, or are we to ask only what we can answer if we are asked to. I think there are other members who would like to know.

Yours,

Jim Crow.

[Correspondents are at perfect liberty to ask questions in this Department whether they can answer them or not.—EDITORS MAGAZINE.]

Road Bed and Bridges.

MESSRS. EDITORS:—In the October number of the *Magazine*, I said, "In my next article I shall commence to treat upon the various actions of the locomotive, looking to their direct bearing upon the 'hammer blow of the drivers.'"

On a reconsideration of the matter, it seems best to me that I should take up first the question what the locomotive must act *upon*, viz: the *road-bed and bridges*.

In this article, then, I shall confine myself to the road-bed, in the next, bridges, especially iron ones. The standard road-bed of this continent is that of the Pennsylvania Railroad. The illustrations herewith speak for themselves, and require little explanation from me.

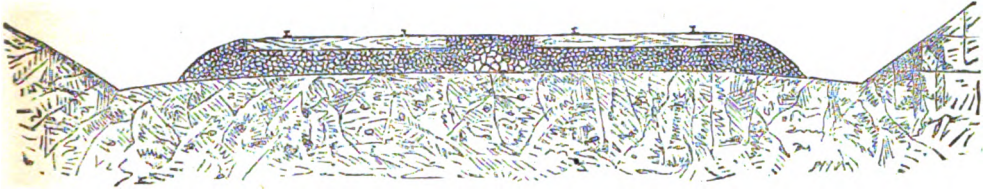
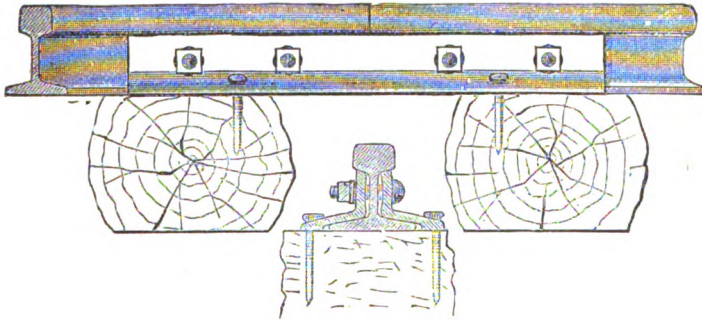


Fig. 1.—Cross Section of Road Bed of Pennsylvania Railroad.

This illustration shows the broken stone, stone ballasted road-bed, the same being (the stone) eighteen inches in thickness.



Figs. 2 and 3.

Figures 2 and 3 show an end and side view of the Pennsylvania Railroad standard connecting joint.

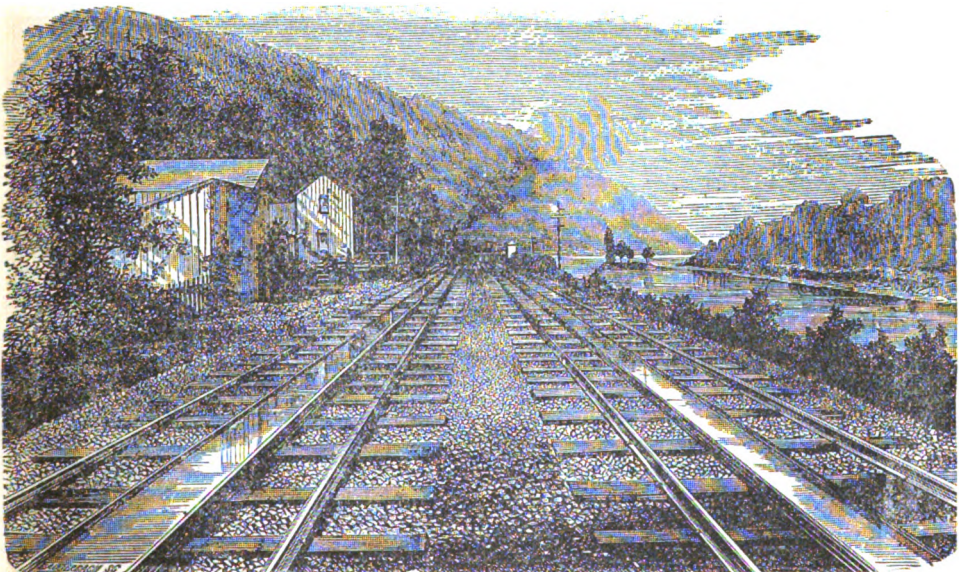


Fig. 4. Standard Track and Track Tank, Pennsylvania Railroad.

This view shows the surface of a stone ballasted track, also a track tank, which enables the engine, with a scoop attachment to the tender, to take water while running.

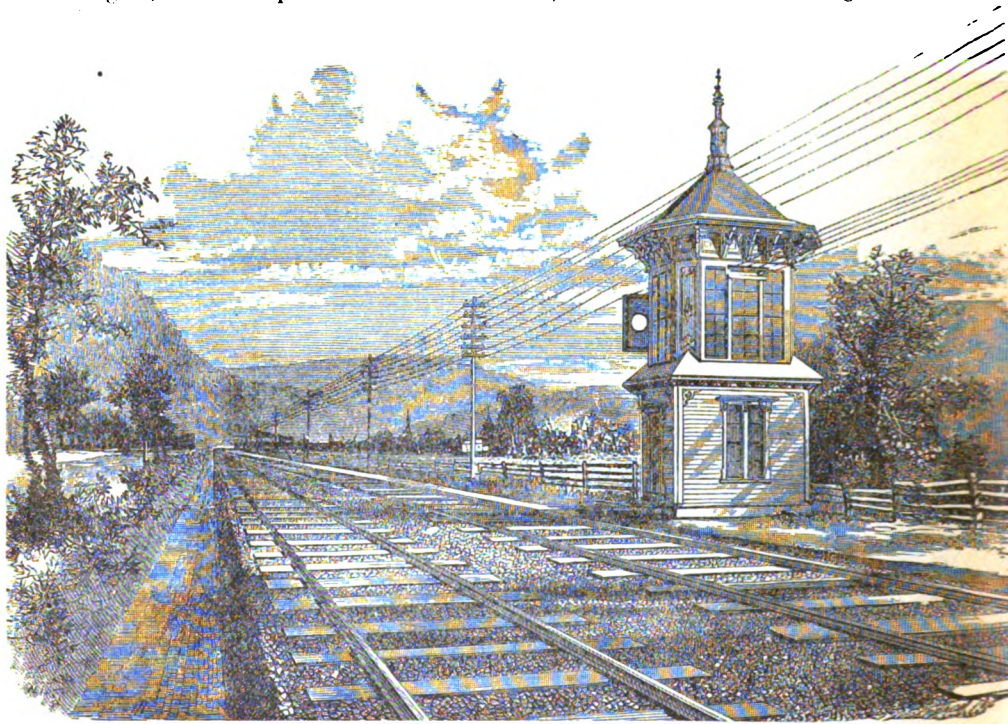


Fig. 5. Block Signal and Telegraphic Station, Pennsylvania Railroad.

This view, like the former, shows the surface of a stone ballasted road, with signal and telegraphic tower.

Some think a railroad is run from its main office, and by its high officials. I am strong in my belief, that, for the time being, the road is run by the locomotive enginemmen and the silent man in the signal tower, and woe betide all hands when either goes wrong.

By these illustrations, I show the solidity of the road-bed which offers the resistance to the "hammer blow of a locomotive's drivers."

It has been well said: "We construct our first-class railroads without regard to cost, and our rolling stock of locomotives, cars, etc., in like manner, and then these last become, through their mechanical defects, a series of *rotary trip hammers*, not only carrying destruction to the road-bed, but to themselves as well.

William E. Lockwood.

A Dubious Electric Story.

During a violent thunderstorm which recently broke over a country town in France a curious incident happened. A young woman caught in the storm was hastening homewards, sheltering herself as best she could beneath an umbrella from the drenching rain. Suddenly she experienced a strange and alarming sensation, the shock being simultaneous with a very vivid flash of lightning. She felt "quite upset, greatly alarmed," but nevertheless proceeded on her way, and it was only on reaching her residence that she discovered what a narrow escape she had. On removing her bonnet she found that her hair had been literally cut off, her head presenting, as the hair fell, the same appearance as though it had been shaved with a razor. The effect upon the girl's mind of the discovery was so great that she has been confined to her bed ever since the day of the storm. It is not the loss of her hair that affects her, but the recollection of the narrow escape she had has so entirely upset her nervous system that the medical men attending her express the opinion that it will be some weeks before she recovers from the shock.

Questions from Locomotive Firemen.

We are much pleased to copy the following, under the above caption, from the *American Machinist*, viz:

The *Locomotive Firemen's Magazine*, which is a model publication of its class, has been encouraging its readers to use the pages of the journal for discussing subjects that are of practical interest to the men who will be the locomotive engineers of the future. The boys have responded to the invitation, and are calling for light in a hopeful way on subjects connected with engineering. One writer discussing water pumps says:

"It was suggested that it was a wonder that pumps would work as well as they did when the fact was taken into consideration, that at every stroke of the pump-plunger a quantity of water equal to the plunger in bulk is admitted through the receiving valve, then imprisoned between the said valve and forced to lift the discharging and the check valves with the full steam pressure on it and thus find its way into the boiler. The question then arose, what is the pressure against which the water admitted into the boiler through the check has to work? One party contended that the water being forced into the boiler below the water line did not meet with the resistance which it would have to encounter if admitted into the steam space, while on the other hand it was urged that the pressure was equal in all directions in a boiler and that even if the steam did not directly oppose the entrance of the water from the pump yet it pressed downward on the water causing it to transmit its pressure augmented by the weight of the superincumbent water. Which was right?"

In answer to this we would say that the pressure against the pump was the pressure of the steam in the boiler plus the column of water above the check and the height of the check valve.

The same writer continues:

"Recently one of our freight engines with three pairs of drivers, burning hard coal and using double exhaust nozzles, broke a corner of the right side valve. This piece measured 2 by $2\frac{1}{2}$ inches on its angle side and 3 inches across the other side, was scant $\frac{3}{4}$ -inch thick and weighed $\frac{3}{4}$ pound. On opening the steam chest it was found that while the corner was broken off entirely it was not in the chest, nor did it appear to be in the steam or exhaust passages, nor was it found in the cylinder. When the left steam chest was uncovered the piece was found over there to the surprise of all hands, having made a very remarkable transit from the right to the left steam chest without doing any damage.

"Can any one give a lucid explanation how this seemingly impossible result was brought about?"

This was a most extraordinary accident, and the only way the piece got transferred from one steam chest to another was through the exhaust passages. It was, no doubt, thrown from one exhaust opening and fell into the other. For that distance its journey would be simple enough, but the trip from the bottom point of the exhaust pipe to the inside of the steam chest would be made under great difficulties. When the engine is running reversed, there would at times be sufficient suction from the cylinder to draw a piece of iron into the steam chest, but it would have little chance of passing out of the exhaust port without getting caught by

the valve. But if the piece got into the steam chest as described, it made a most astonishing journey.

St. Louis, Mo., Nov. 10, 1886.

MESSRS. EDITORS:—In the August issue of your *Magazine* I asked the following question:

If you take a pair of engine drivers out from under an engine and place them on a level track with one pin on bottom quarter, and place a rope on this pin and stand near the rail some eight or ten feet from the drivers and pull the rope, will the drivers move toward or from you,

which was answered by "S." in the October *Magazine* as follows:

In reply to "East Line" in the August number, "Which way will a pair of drivers move if taken from under an engine and placing a rope on the pin that is on bottom quarters?" By pulling the rope they will move toward you, because the rail is the axis, not the axle, as the case would be if the drivers were under an engine.

Will some of the firemen tell me which end of a main rod travels the farthest in one revolution, and give reason?

I do not consider this answer sufficiently explicit, and would like to have others give their opinion as to why the drivers, subject to the above conditions, would move towards you.

East Line.

A Pioneer Locomotive.

Engine No. 1 (formerly the Chief) was built for the Madison & Indianapolis R. R. (now the J., M. & I.) in 1850, by the Roger Locomotive Works, of Paterson, N. J., at a cost of \$9,000. She is a twenty-five ton engine, thirteen-inch cylinder, twenty-inch stroke, and five and a half foot wheel. In 1854, B. W. Smith, of the C., R. & S. W. Ry., run this engine against the James Guthrie, of the Jeffersonville & Indianapolis road, beating the Guthrie, and making the best time of any engine running into the Union depot at Indianapolis, running at the rate of eleven miles in nine minutes. She has always been a very lucky engine, never having met with any serious accident until last February, when she turned over in Shot Creek, near Huntingburgh. She is now in first-class order, having just been rebuilt by the C., R. & S. W. Ry., under the supervision of Smith.

The above appeared in a Rockport (Ind.) paper in 1874, twelve years ago. The "Chief" continued in service until three years ago, when she was sent to the "scrap pile" by the I., E. & St. L. (Air Line) R. R., at Evansville. Her mate, the "Gazelle," well remembered by old-time engineers, shared a similar fate. Mr. Ben. W. Smith, above referred to, is now Master of Water Supplies on the Air Line. He was born and raised in Indiana, is near sixty-six years of age, and is said to be the oldest living locomotive engineer.

The *Scientific American*, published by Munn & Co., New York, presents weekly to its readers the best and most reliable record of various improvements in machinery, while the scientific progress of the country can in no way be gleaned so well as by the regular perusal of its pages.

BROOKLYN, N. Y., Nov. 4, 1886.

MESSRS. EDITORS:—I have fired but a short time over one year, but think I can answer the problem signed "S.," in the October number.

I think "back end," or "main pin," will travel further than "forward end," or "wrist pin," when considered with respect to their own motion, for these reasons: The travel of "forward end" or "wrist pin" equals stroke, and both of these equal diameter of circle made by "back end" or "main pin" in its motion; now, "wrist pin" travels diameter or stroke twice, thereby causing two exhausts while "main pin" makes one revolution. For instance, stroke equals two feet, then travel of "wrist pin" and diameter of the circle made by "main pin" are two feet. "Wrist pin" travels this distance twice, or four feet; "main pin" travels 3.1416 times two feet, or 6.2832 feet, or circumference of circle, or 2.2832 feet more than the "wrist pin." Therefore, back end of main rod travels a greater distance than forward end. Am I right?

Wheelbarrow.

OIL CITY, PA., Nov. 1, 1886.

MESSRS. EDITORS:—In the last few issues of the *Magazine*, "Vulcan" asks some questions which none appear to notice, or are waiting for some one else to answer. In the August number he asks the following: "Why is it an engine steams more freely some days than others?" If the same quality of fuel is used it depends entirely on the atmosphere. Take, for instance, a cooking stove. There are days when the lady of the house will stir and rattle, and waste more coal than would supply two stoves on other days.

Also, the question in regard to pumping an engine. If a first-class steaming engine, it should be pumped at as uniform a height as possible. Engines rarely steam well when boilers are pumped full, then allowed to run low in water. I notice that pumping in this manner is destructive to flues and wasteful of fuel. If pumping on a descending grade the fireman should have a bright fire. I notice most engineers wait till the ascending grade is reached before putting water into the boiler, and consequently they have no steam, as an engine will not steam by this mode unless a first-class steamer.

September number, pages 531 and 532. Of the first I will ask him: Why is it that the water is always forced into the boiler below the water line? Of the piece of valve I will ask him what the clearance was between the cylinder head and follower. It is very singular that something was not broken in its transmission through the cylinder. I will also ask him how it obtained its transmission through the left valve. "Vulcan," that statement seems almost incredible. Thanks to him for the lucid explanation of the travel

of the piston. His views and mine are the same. Others may have different ideas.

On page 405 of July number, would ask "A Member" what action was taken in regard to the collision? The rule is too explicit for any argument.

Why is it that an engine getting a heavy train under headway makes four exhausts and then appears to miss one? *Piston.*

Lives of Steel Rails.

A Committee of Prominent Scientists Investigating "Hammer Blows."

Philadelphia Press.

The Committee of Sciences and Arts, of the Franklin Institute, have adopted the report of the joint committee of that body and the American Railway Master Mechanics' Association, appointed in June, 1885, to investigate questions concerning the life of steel rails.

The joint committee consisted of the following gentlemen: Professor P. H. Dudley, of the Dudley Dynograph and Track Inspection Car, New York; Theodore N. Ely, master mechanic, general superintendent motive power Pennsylvania Railroad, Altoona, Pa.; Professor S. W. Robinson, professor mechanical engineering, Ohio State University, and bridge inspector Ohio Railway Commission, Columbus, O.; Edward Longstreth, mechanical engineer, of the firm of Messrs. Burnham, Parry, Williams & Co. (Baldwin Locomotive Works), Philadelphia; Thomas Shaw, mechanical engineer, Philadelphia; American Railway Master Mechanics' Association—William Woodcock, master mechanic, first vice president of the association, and superintendent motive power of the Central Railroad of New Jersey, Elizabeth, N. J.; T. L. Chapman, master mechanic and superintendent motive power Chesapeake & Ohio Railway, Richmond, Va.; Charles Blackwell, master mechanic and superintendent motive power Norfolk & Western Railway, Roanoke, Va. Associate Members—Coleman Sellers, M. E., of Messrs. William Sellers & Co., Philadelphia; Angus Sinclair, M. E., of the *American Car Builder*, Chicago, Ill.; F. W. Dean, M. E., Dickinson Manufacturing Company, Scranton, Pa. Thomas Shaw was elected chairman of the committee, and F. W. Dean, secretary.

The questions submitted to the joint committee were in substance: First, Is the importation of steel rails due to the inability of the American standard to stand the service required of them? and, Second, Does not the increased weight and speed of the train, to say nothing of admitted mechanical defects, require a heavier and higher standard of rail to withstand the life and service required? Also was added the information that the American manufacturers decline to give the guarantee the English manufacturers are willing to concede.

The joint committee reported as a result of its investigations that its work, though of a seeming simple character, was in a measure problematic and in a direction has caused much diversity of opinion among leading engineers and scientists, many of whom contend that there is no wave force, or so-called hammer blow, from imperfect balancing, and some master mechanics maintain that their locomotive driving wheels are in perfect balance.

"It is evident," says the committee, "that to balance any vibrating weight moving in a horizontal plane by counter weights in a crank-wheel moving in a vertical plane of rotation, wherever the balance is made perfect in the horizontal direction it is out of balance in the crank-wheel in a vertical direction equal to a large portion of the counter weight employed to correct a horizontal movement; that in view of this fact engines considered most perfectly balanced by counter weights in the crank-wheel occasion great disturbances in a vertical direction, causing a wave force that may be compared to a hammer blow that has a measure of destructiveness upon rails and bridges, dependent on weight and velocity of moving parts. The forces induced on both sides of the engine from this cause are of a complex character, varying under modifying conditions that occur in practice that do not submit readily to calculations."

The committee recommended that the test of the peculiar action be subjected to actual measurement by means of a special dynamometer devised by a committee competent for the purpose. The cost of such a dynamometer would be \$6,000, and the committee suggested that as the test would be advantageous to railroad companies, they might unite in providing the needful apparatus and intrust the Franklin Institute with its charge for the use of the companies.

Engineers' Club of Philadelphia.

Through the kindness of Mr. William E. Lockwood, we have been favored with the following report of the meeting of the Engineers' Club of Philadelphia, held October 10th, at which the "Hammer Blow" and other mechanical and scientific subjects were discussed, viz:

Mr. William E. Lockwood, introduced by the secretary, gave a brief description and review of the progress made in the efforts to determine the "hammer blow" of a locomotive's drivers, since January, 1883, when Mr. Lockwood spoke on the subject of the Shaw locomotive before the club. Stereoptical views were shown of the Ashtabula bridge before and after the accident, the conditions stated, and the suggestion made that the "hammer blow" might have been the cause.

Next were shown views of the Dudley dynograph car, including the machinery by which the conditions of the track are determined, and a sample sheet showing the results.

The views following were taken from mechanical drawings of a dynamometer, by Mr. Thomas Shaw, M. E., which were submitted to a sub-committee of the committee of the sciences and arts of the Franklin Institute, in October, 1882.

Three views followed of a new application of the dynamometer for determining the "hammer blow" of a locomotive's drivers, as approved by a joint committee of the Franklin Institute's committee of sciences and arts; also by the committee of the American Railway Master Mechanics' Association. The report of each body was filed with the secretary; and the "appendix" to the same, being a description of the dynamometer, was read and explained. The joint committee of the two bodies was composed of the following gentlemen: By the Franklin Institute—Prof. P. H. Dudley, of the Dudley Dynograph and Track Inspection Car, N. Y.; Theo. N. Ely, M. M., General Superintendent M. P., P. R. R., Altoona, Pa.; Prof. S. W. Robinson, Professor Mechanical Engineering, Ohio State University, and Bridge Inspector of the Ohio Railway Commission, Columbus, Ohio; Edward Longstreth, M. E., of Messrs. Burnham, Parry, Williams & Co. (Baldwin Locomotive Works), Philadelphia; Thomas Shaw, M. E., Philadelphia.

By the American Railway Master Mechanics' Association—William Woodcock, M. M., First Vice-President of the Association, and Supt. M. P. of the Central Railroad of New Jersey, Elizabeth, N. J.; T. L. Chapman, M. M., and Supt. M. P. Chesapeake & Ohio Railway, Richmond, Va.; Charles Blackwell, M. M. and Supt. M. P. Norfolk & Western Railway, Roanoke, Va.

Associate Members—Coleman Sellers, M. E., of William Sellers & Co., Philadelphia; Angus Sinclair, M. E., of the *American Car Builder*, Chicago, Ill.; and F. W. Deane, M. E., Dickson Manufacturing Co., Scranton, Pa.

Mr. Thos. Shaw was elected chairman of the joint committee, and Mr. F. W. Deane, secretary.

Following these were shown the coupling pins and pulling bar, which attaches the tender to the locomotive, and these demonstrated in their "wear and tear" the difference between the present system of "rotating counter-balance" and "steam self-balancing counter-balance."

Three views were then shown of appliances recently constructed to prove, as Mr. Lockwood states it, that the top of the driving wheel, when the bottom is in contact with the rail, moves twice as fast as the bottom, and that the bottom stands perfectly still.

OUR HEART'S DELIGHT;

—OR—

The Things That Happened on Christmas day.

It was the night before Christmas, 1833. I, who am "grandmamma" now, was then a somewhat discontented, fairy-loving little gypsy of nine. I was standing by the west window watching the sun as he slowly moved on to his setting.

"Yes, I wish something would happen besides stockings and goose and blazing pudding," I said petulantly. "It's been just that and nothing else all my life." (By "stockings" I mean, of course, the stockings we children used to hang on Christmas Eve by the side of the nursery fire-place.)

Papa laughed. "Such a long life, too, Gypsy!" He said. "Nine miserable years, isn't it? By and by, pet, you'll be glad of the hours wherein nothing happened."

"P'rhaps so!" I replied. "But I just wish I could see Cinderella or Jack's beanstalk or something. O, papa, arn't the Arabian Nights true? Bel says they're stuff, but I believe in the singing water and talking leaves, and I just wish we could find that enchanted city—you and I, papa—where everybody has been asleep ages and ages, and we'd wake the sleeping princess and she'd show us the diamond trees and we'd pick lots and bushels of 'em—why don't diamonds always grow on trees anyway?—and—O dear, I wish something would happen!" And down dropped the sun behind the hills, and mamma called me a "romancer" and whisked me to bed. That night I dreamed that a big roc's egg hung over grandpa's dining-table and it was stuck full of diamonds and they sparkled and glazed so that we didn't need any other light.

Christmas morning dawned clear and frosty. On Thanksgiving Day we always dined at Grandpa Cushing's, and on Christmas Day with Grandpa Waterman. It was capital sleighing and papa drove his span of bays, and I sat on the front seat with him. It was ten miles to Grandpa Waterman's, and as we drove up to the door there stood Grandpa, and Uncle Ned and Will and Tom and Kate and Rose and Faith—it isn't worth while to go over the whole list of cousins; there were fifteen in all. Dear Grandma stood in front of all the rest with Auntie Delight just behind her.

Now we children never called any of our aunts "Auntie" but Auntie Delight, and we had all sorts of pet names for her, such as "Heart's Delight," "Delight of My Eyes," and "Pansy," which is "Ladies' Delight," you know. Cousin Will, who was the oldest of us cousins—he was five years older than I, used to say the name just suited her, because she had purple lights in her hair just as the pansy has, and black eyes soft as the velvet of the pansy, and a sunny, sparkling

face just like the pansy's face when it looks up to the sun. And there is another old-fashioned name for the pansy, "None-so-pretty," and that I always said suited her best of all. The long ride and the keen winter air had given me an excellent appetite for the Christmas dinner. Grandma Waterman's mother was an English-woman, and grandma tried to keep up some of the old English traditions concerning Christmas.

She always had a fat goose stuffed with apples on her Christmas table, and a huge sirloin of roast beef, to which she added the American turkey, and that dish beloved of us children, and of all children—chicken-pie. Her blazing plum pudding always had a sprig of holly in the top, and her mince pies were of the plummest. I do declare, here, that never have I eaten such delightful, delicious mince pies as my Grandma Waterman's, and I suppose you will say exactly the same thing of your grandma's mince pies.

Grandpa Waterman was a very handsome man, and very handsome he looked that day in the dress he used to wear, the knee-breeches, with silver knee-buckles and shoe-buckles, the ruffled shirt, with ruffles at the wrist, and his snow-white hair drawn back and braided in a short queue, and tied with a black ribbon. He told us how that morning "some little rascals" had awakened him at daylight singing under his window. They found out Grandma's "weakness," he said, and somebody had told them (he suspected it was Auntie Delight herself) how the "waits" sang in England on Christmas morning; and so they had sung this verse, which I suppose Auntie must have taught them. It is a very old verse that the "waits" used to sing many years ago:

"We have got a little purse
Made of stretching leather skin:
We want a little of your money
To line it well within."

And Grandma was so charmed with the singing and all that she gave them such a handful of silver as must have stretched their purse a good deal.

We children were grouped at the foot of the dinner-table, with our "Heart's Delight" to look after us, which she did by giving us unlimited goodies and laughing with us at all our nonsense.

"Why is Auntie like sperm oil?" asked Will.

"Ho—ho! I know; that's easy enough!" cried Kate, with her mouth full of turkey stuffing. "Because she's De Light of the house, of course."

"You can't guess this, I'll bet," said Alec. "Why can't Auntie look black at us?"

"Cauth thees tho good, I thpose," lisped Toddlekin.

"O, pshaw! give it up!" said Bel, who never could guess a conundrum.

"Because she's always De Light," said Alec, triumphantly.

Perhaps you do not think these conundrums very brilliant, but we did, and we laughed so that some of Kate's stuffing went down the wrong way, and we had to pat her back before she could catch her breath.

Aunty looked her loveliest that day. She wore a crimson cashmere, with crimson and creamy roses in her hair.

"O, where did you get those lovely, lovely roses?" I cried out the moment I caught sight of them.

"Tom brought them from the big Tom's conservatory," she said, nodding at Uncle Tom, "and he arranged them in my hair, too," giving her head a little toss to let us see.

She wore some of Grandma's beautiful old lace, that Grandma's mother brought over from the old home in Warwickshire, England, and she had a pretty wild-rose bloom in her cheeks as she often had. Grandpa, as he looked down at us from his end of the table, remarked that "Delight seemed to be in her element," which meant, I suppose, that she was never happier than when surrounded by her harum-scarum nephews and nieces.

I can never begin to tell you what we ate that day. Everybody knows what young folks' appetites are. The turkey was delicious, the savory goose better, and the chicken pies better still; and we ate on and on, and our appetites did not seem to lessen, although it was nearly time for the blazing pudding to enter.

"It's no use," said Dick to me in an aside. "I never can eat pudding and four kinds of pie, and have a speck of appetite left for almonds and raisins." (Dick's appetite was something fearful.)

Oh, our Pansy and our Rose,
They never mind the snows,
They blossom sweetly every day, and all the year
around.

Through spring and summer showers
We always have our flowers,
And when the winds with autumn leaves so thickly
strew the ground.

Tom, who had been silently eating turkey for some time, burst out suddenly with this verse, greatly to our delight.

"Oh—oh, Tom!" cried I, "is that ex—ex—ex—"

"Tempore," said papa, coming to my rescue.

"Tom has a fatal faculty for verse," said his papa. "I'm dreadfully afraid he'll be a poet."

"Never fear," replied my papa, "years 'll take it out of him."

But they haven't! You'd be surprised if I should tell you who Tom is.

"Tom," whispered little Faith. She sat between Tom and me, so I heard her. "Do you like Rose better than me?" Faith was Tom's little sister, and oh, how she did love him! She used to be quite jealous of the rest of us sometimes.

"Of course not, sweet," Tom replied. "But I had to have something that rhymed, you know. Faith wouldn't any way. I tried it." And Faith was satisfied, and went on sucking her chicken wing with great content.

Dear, loving little Faith! happy, happy times of lang syne! My dear children, let me whisper a bit of wisdom into your ears. Be content with the happy times that *are*—don't be wishing for something better.

There were always a surprising number of wish bones at Grandma's Christmas dinner, and we sometimes wondered whether she did not provide extra ones as she provided extra stuffing. Each one of us who had a wish bone always insisted upon wishing with Aunt Delight.

"I wish I could have as many chances to wish as Aunty does," I said to Bel, "because everything you wish with a wish bone is sure to come to pass, you know."

"What a child you are!" was Bel's reply. Bel was only thirteen, but one would have thought sometimes she was thirty by the way she patronized me and called me "child."

That day I found a goose wish bone on my plate, and was just about wishing with Aunty; I had thought of my wish, which was, of course, that "something would happen," and was waiting for Aunty to think of hers, for, as she says, "it was of immense importance to wish the right thing," when—*something did happen!*

And now I must tell you just how Grandma's house was situated so you can understand how the thing happened. It stood nearly a quarter of a mile back from the road, and was reached by a drive which swept in a slight curve to the front door and then by the dining room windows, to the west door. The front dining room window came to the floor and was a big bay, all glass, a beautiful sunny window, opening in summer directly on a grass plot.

As I said, just as Aunty and I were about to break the wishbone, there was a sudden tumultuous jangling of bells, a rush, a scramble, a crash, and a horse's head and fore feet were thrust into the dining room through the bay window!

Such a time as there was you may imagine! Some of us ran shrieking from the room. For though the creature had stopped and was looking very much surprised, as well he might, there was no knowing what he might take it into his head to do next. Had it been Christmas Eve instead of Christmas Day we might have thought it was Santa Claus, who had made a mistake and was coming that way instead of down the chimney. But nobody ever heard of Santa Claus being belated; he is always prompt on the minute at every chimney in Christendom. Besides, he doesn't drive a horse; he drives reindeer tandem.

Papa and Uncle Tom sprang to the horse's

head and began to back him, while the rest of the uncles went out to see who could be driving such a crazy horse as that. They found a sleigh with a single occupant, a young man, who was very much mortified that he should have entered Grandpa's house in such fashion, though he did not know Grandpa's house from any other, as he was a stranger. It seems that just as he got to the entrance of Grandpa's grounds, one of the reins parted, and the horse, following the guidance of a single rein, turned and ran, and, of course he (the young man) could not help himself.

During the hubbub Auntie went off up stairs with Faith and Toddlekin to console and comfort them. For Dick, who was a tease, had told them that very likely the horse would eat up all the raspberry tarts; for, said he, "Horses are uncommonly fond of raspberry tarts—"

A WORKINGMAN ON THE STEPS.

Engaged with the Morning Newspaper—An Interview and a Chat.

Chicago Herald.

"I am not an early riser," said a resident of North State street, "nor is any member of my household. It is not often that either I or one of my servants gets out after the morning paper earlier than 7 o'clock. But one morning, about three weeks ago, I happened to come down about 6:45, and on going out after my morning paper, found a workingman sitting on the steps, his dinner pail by his side, deeply engaged with the news of the day. He was not aware of my presence, and my first impulse was to speak sharply to him and give him a reprimand for his impudence. But on second thought I did nothing of the kind, but re-entered the house and left him alone, watching him, however, from behind the curtains of the front window. A few minutes before 7 o'clock he carefully folded the paper, put it on the door sill, picked up his dinner bucket and hastened away to his work.

"The next morning I got up early on purpose to see if he would return, and sure enough, there he was, with the paper in his hand. He was a sober, thoughtful appearing man, and the incident so impressed me that I told my servants never to go for the paper until after 7 o'clock, or until the man had finished with it. He kept coming morning after morning, and I finally went out and spoke to him. He apologized like a gentleman for the liberty he had taken, and when I told him that I knew he was reading my paper before I did, and liked to have him do so, the man almost broke down. It was a little thing—a mere trifle—but I fancy we were both the better for our interview. He seemed to be a well-informed man, and said he could not be satisfied to remain in igno-

rance of current events, and yet was too poor to take a paper.

"I earn \$1.60 a day," he said, "and pay \$12 a month for rent. I have a wife and four children, three of them in school. My wife is sickly, and there are medicines to buy, and occasionally the doctor comes. I neither smoke nor drink, but when our expenses are paid—and, God knows, they are little enough—there isn't a cent left in the house. I am actually too poor to take a newspaper."

"I wonder," the State street gentleman added, "if there are many men like him in Chicago?"

CHRISTMAS.

Indianapolis Sentinel.

"Let's dance and sing and make good cheer,
For Christmas comes but once a year."

It is the day of giving, and giving, it is said, is more blessed than to receive, and something of this blessing has descended upon this rare old day, as it stands, some thirty and more centuries old, with ceremonies so little changed that they are the record of many religions now dead and lost. So many quaint and curious volumes of forgotten lore are woven into the day that no one pretends now to fathom whence they came or why. In fact we care not; the day is here again, just as it used to be when we began to save pennies on the 2d day of January for the following Christmas, some forty years ago.

"The night that erst no name had worn,
To it a happy name is given."

It is sacred to the memory of the chief occasion of the Christian, and this it represents all the more because it has absorbed the old Norsk, German and Druidical ceremonies, together with others from the classic pagan beliefs. Nothing would more serve its universality than that it should be a unity of all other beliefs, as the character whose nativity it celebrates expresses the universality of his purpose in coming.

But we are not much concerned with a hackneyed discussion of its origin. It has been with us in various forms so long that it is an inbred custom, no more to be passed nor forgotten than our daily bread. Not forgotten, nor can be ever, so long as its observance partakes of that heavenly attribute of charity without recompense, and the universal custom of forgetting the world and giving up a day to the simple spirit of humor and merry-making, for

"'Twas Christmas broached the mightiest ale;
'Twas Christmas told the merriest tale;
And Christmas gambol oft would cheer
A poor man's heart through half the year."

The mystery which surrounds the day in childhood, when a most absent air has for weeks pervaded the parental mind, and hints of a fat, merry being bringing presents to all through the medium of the chimney are in-

culcated with so much gravity as never to be doubted, has much to do with the veneration with which the day is held, more perhaps than the universal merry-making. Did you remember, reader, when you first discovered that Santa Claus was a mere fiction of fancy? Did any other disappointment or failure ever affect you as the sad day that came and robbed you of your gods? We doubt it. The fiction was so pleasant that a Christmas gift never again had quite the same charm; and mystery never afterward received quite the same faith, except when it was repeated years afterward to other little ones, when again it seemed a thing of real life—a something upon which to build a hope not of ourselves.

But it has made the act of giving habitual and impressive, and if one can not receive with the same eagerness that he did when he searched for his gift in the waning hours of the night from the depths of his stocking in the chimney corner, he can give with a zest enhanced because the gift is a surprise. How closely under the coat the parcel is hidden; how one sneaks through the door, and takes an unusual time in hanging up the coat in the closet; how careful that the paper doesn't rattle and betray the trust; how perfectly unnatural one is in this supreme effort to be perfectly natural; how vacantly one answers eager questions of such unusual proceedings, and how certain every member of the family is that something has been brought into the house. The older persons will pretend, of course, not to know it; you will put off the young ones with the story of a little adventure you had with Santa Claus down street. Anyway, you have aroused expectancy, and are happy in the knowledge that no one, at least, knows who will get the parcel nor what is in it. It is a mystery that every one enjoys, and it is the mystery and the period of expectancy that make the Christmas gift a thing sacred and above all other gifts. Who would care a straw to know what they are going to get? If you have perchance penetrated the veil of secrecy, you know that your pleasure in it ended then and there. The thing was there, just as good now as on Christmas, but it was as an idol, from which the spirit thereof had departed.

"Nor was the houseless wanderer then
E'er driven from the hall,
For while he feasted all the great,
He ne'er forgot the small,
This fine old English gentleman,
All of the olden times."

Here is another picture of comfort that the day brings round. Everybody can see in his mind's eye the feast of this fine old English gentleman reproduced in every household. Rich in good things as the feast of the Barmecide, but rude filling. The well-fatted turkey, with the conventional cranberry sauce, is on every table garnished

with good old mince pies. None of your concoctions sold at the grocery store, of meat, apples and vinegar, but plenty of raisins, Zante currants, old boiled cider and brandy put in it—a real work of art and contribution from natural science, as practiced by our mothers and nearly lost now, as the secret of the pyramids.

But we might go on in this way indefinitely and picture the decorations of the house with joy—mistletoe and evergreen, pine and cedar trees with festoons of candles and confections, and all the other garnishments supplied by fairy legend and poetic fancy. But you may picture them yourselves. You have seen them all your lives in the self same never-to-be-forgotten fashion. It is all a vague, misty romance to us that we delight to dream about, and can not tell in cold type. So it is to all, and so we hope it always will be, for it is in the mystery if it lies its charm. When its vagueness goes it will be as repulsive as anything made of Dead Sea apples could be, a sickening reality of old decayed hopes, aspirations and dreams devoid of shape and color.

It is hardly necessary to plead for charity from the wealthy and well-to-do to the poor and distressed. We have among us many to whom a Christmas feast must prove a dream, merely, if there is happiness enough left in such households to dream. Perhaps the reality of a starving ration, a chilly room and ragged clothing will be the sole portion of many on this Christmas. Many will have no one to remember them with a Christmas gift, and will see only the cold and selfish side of the world, with bitter memories of a past not quite so lonely and cheerless—and mayhap of prosperity—more bitter than if they never had enjoyed a Christmas gift. Their number and place no one can alone fathom, and no one can extend charity to all in need of it. But every one will know of some deserving person to whom a Christmas gift would bring untold comfort, even if it were small, for there is no poverty so cheerless as to be unknown and forgotten. One little act of charity from each family would make this Christmas a day remembered to many whom we fear without it will only have a memory of suffering. Remember it is only one that you should seek out, and remember that every one should seek that one, and the Christmas charity will be fully solved for all.

YOUNG man, don't get reckless and spend every cent you have to buy your girl a Christmas present. Better save the greater part of it for future needs. There may come a time when a few dollars will go a good way toward buying furniture, and if your girl is sensible, she will advise you in the same way.—G. W. Peck.

LIVELY RAILROADING.

A Road that Winds Around a Mountain and Rises 400 Feet in a Mile—The Way the Train Comes Down—A Leap Into a Canyon 2,000 Feet Deep.

New York Sun.

It's a short seven miles from Hecla station in Brown's canyon, on the Denver and Rio Grande railway, to Calumet in the mountains," said a former employe of that road, "but when you get to Calumet you are just half a mile higher up in the world than you were at Hecla. That little branch has the heaviest curves and the steepest grades of any railroad that uses the ordinary drive wheel locomotive to run its cars in the known world. A grade of 200 feet to the mile and a fifteen degree curve—and that's almost like taking the same track back when the cars round it—are common on what is known as the Mountain division of the Rio Grande road; but the Calumet branch hasn't a grade on it less than 400 feet to the mile, and a twenty-five degree curve isn't any track at all. That little road winds up the face of the mountain gulches for all the world as if it were an immense snake twisting and coiling itself in the most capricious manner.

"I worked on the perpendicular string of rails for three weeks. They called it 'carrying the hod' out there when you hire out to work on the Calumet branch, for it's about as near like climbing a ladder from the sidewalk to the top of a building as anything you ever saw. I might have worked longer at it, because I rather like the excitement, but one day when we started from Calumet to whisk down to Hecla with a locomotive, seven cars, an engineer, fireman and seven brakeman, and arrived there with one car and the brakeman that was on it in just ten minutes—the car being the one I rode on and the brakeman myself—I concluded that I would engage in something where there was less risk, and went out with a party hunting Sioux Indians. You see, the water brake on the engine and the steam brake on the cars got a little out of kilter when we were about half way down, and the hand brake didn't seem to answer the twist very well, and from that time on a streak of lightning couldn't have caught on behind us. One after another the locomotive and six of the cars shot off the curves and took a short route to the bottom of the canyon. I don't know how it ever happened, but my car stayed on the rails, and I dropped down into Hecla like a meteorolite.

"Well, no; they don't make a business of carrying passengers on that Jacob's ladder of a road, but I guess they'll let any one ride if he thinks he can hold his breath long enough to make the trip down the gulch. Calumet isn't much of a place, being principally a hematite iron mine. The ore is very

rich, and the Bessemer furnaces at Pueblo must have it. I don't know who ever struggled up there and found the mine, but there it is, seven miles away and half a mile high. They couldn't build a gravity road to it because the route up the canyon is so everlastingly crooked. There wasn't one railroad engineer out of a hundred, hardly, that thought a locomotive could ever ascend and descend the mountain and handle the cars safely, but there was no other possible way to get at the mine, and they cut the road along the face of the canyon and began to experiment. The road is a narrow gauge one. When they first began to operate the road, if it wasn't a little the liveliest piece of railroad property in the universe then there is no evidence of the fact in about \$300,000 worth of old iron, incapacitated locomotive boilers, car wheels and timbers, smokestacks, air brakes, hand brakes and sundry other disintegrated specimens of rolling stock that lie heaped at the bottom of the canyon all along the seven miles of this cloud-sweeping line.

"The train men couldn't get the hang of tobogganing on sleds down this gulch along at first, and there wasn't a day passed but spectators down below would catch a sudden glimpse of a train up the face of the mountain as it dashed like a thunderbolt from the mouth of some rock cut, flying with the speed of the wind, kept straight on its course, unable to follow the windings of the track, and leaped headlong from the precipice, locomotive and cars crashing together in mid air, grinding themselves into a million fragments, and thundering down in one great heap of ruins at the bottom of the canyon, at least 2,000 feet below. Then they knew at Hecla that the brakes had lost their grip, and that the train had refused to wait for repairs. The fellows generally managed to jump when they found the air brake had gone back on them, and there were more broken bones carried down that mountain, on their way to Hecla to be mended, the first year this lively railroad was opened for business than they generally lug off of a fair sized battlefield. This Calumet branch is so unpopular with the officers of the Rio Grande that only two of them ever experienced a ride upon it from the clouds to the earth. That was some years ago, and they never tried it again. Now, when the other officers want to enjoy the trip, they sit down and listen to the story of the two who tried it, and turn pale and go home satisfied.

"Well, after awhile, they got the way of moving trains successfully on the road. They found that, first, they must use locomotives of extraordinary weight, and, second, they must man the trains only with men who would stand at their posts at all hazards. There is a brakeman on every car. The cars are something like coal cars

and carry five tons of ore each. They are equipped with air brakes and strong hand brakes. The locomotive drivers are checked by the powerful hydraulic brake. It takes an hour and a half to make the trip from Hecla to the mine summit. The down trip is made in about fifteen minutes. When the train starts from the mine every brakeman stands with his hands on the brake. The air brakes are tightly set. The water brakes get their tightest grip on the locomotive wheels. The locomotive itself runs with the throttle reversed. Yet against all this friction the train thunders down the mountain, shooting around the sharp curves, and dashing through narrow rock cuts many of them curved almost double, at the rate of a mile every two minutes. The men who man the hand brakes must be simply bundles of muscles and nerves. Their positive instructions are to work their brakes whenever the air brakes fail, and to stand at their post in the face of every risk and danger. It happens not a few times in the course of a year that these fearless fellows have to control as best they can some runaway train, and stick to it against the very likely chance that the next curve they strike will topple them, cars and all, over the brink of an abyss, the depth of which the eye can scarcely penetrate, and which yawns directly beneath the flying train. I believe these brakemen have succeeded in taking every runaway during the past year safely down to Hecla Junction."

MATERNAL LOVE.

A mother's love is deep, abiding, and peculiar. The child, as soon as born, is taken up into her tenderest and most generous sympathies, and lives, as it were, a part of herself. This peculiar affection is as extensive as the race, for it is found among savage as well as civilized people. This affection was strikingly manifested by an Indian woman who had lost her child. Unable to find her own child, she entered the home of a white family, and, taking in her arms the pretty baby, lavished upon it her wealth of treasured sympathies. The mother was surprised at the peculiar exhibition, and sprang forward to rescue her child, when the poor Indian gathered up her blankets as one would a sick child, and, after clasping it in her arms, uttered a low, mournful cry. Tears ran down her cheeks as the white mother put her babe into the Indian's arms. She passed her hands over it very tenderly and gratefully, and departed. In a week she came again, bringing a peck of ripe, wild plums, and the next time two buffalo tongues. She asked permission, by signs, to kiss the baby, and it was granted. Then she departed, and never came again.

JIM.

He was jes' a plain, ever'-day, all-round kind of a jour,
Consumpted-lookin'—but la!
The jokeest, wittiest, story-tellin', song-singin',
laughin'est, jolliest
Feller you ever saw!
Worked at jes' coarse work, but you kin bet he was
fine enough in his talk,
And his feelin's, too!
Lordy! ef he was only back on his bench agin to-
day, a carryin' on
Like he ust to do!
Anyshop-mate 'll tell you there never was on top o'
dirt
A better feller'n Jim!
You want a favor, and couldn't git it anywheres
else—
You could git it o' him!
Most free-hardested man thataway, in the world, I
guess!
Give up ever' nickle he's worth—
Aud, ef you'd a-wanted it, and named it to him,
and it was his,
He'd a give you the earth!
Allus a-reachin' out, Jim was, and a-helpin' some
Poor feller onto his feet—
He'd a-never a-keered how hungry he was hisself,
So's the feller got somepin' to eat!
Didn't make no difference at all to him how he was
dressed.
He ust to say to me,—
"You tog out a tramp purty comfortable in winter
time,
And he'll git along " says he.
Jim didn't haf'e, ner never could git ahead, so over-
ly much
O' this world's goods at a time,—
'Fore now I've saw him, more'n onc't lend a dollar
and haf to
Turn round and borry a dime!
Mebby laugh and joke about it hisse'f fer awhile—
then jerk his coat,
And kind o' square his chin,
Tie on his apen, and squat hisse'f on his old shoe
bench
And go to pegg'in' agin!
Patientest feller, too, I reckon, at every jes' nat-
urelly
Coughed hisse'f to death!
Long enough after his voice was lost he'd laugh and
say
He could git ever'thing but his breath—
"You fellers," he'd sort o' twinkle his eyes and say,
"Is a-pillin' onto me
A mighty big debt for that air little weak-chested
ghost o' mine to pack
Through all eternity!"
Now there was a man 'at jes' peared like to me,
'At ortn't a never died!
"But death hain't a show-in' no favors," the old
boss said.
"Only to Jim," and cried;
And Wigger, 'at puts up the best sewed work in the
shop
Er the whoie blame neighborhood.
He says, "When God made Jim, I bet you He didn't
do anything else that day
But jes' set around and feel good!"
—James Whitcomb Riley.

A GOOD ANSWER.

A minister in the country had some cloth-
ing repaired by a local tailor, and in convers-
ing with him said incautiously: "When I
want a good coat I go to Boston. That's the
place. By the way" he added, "do you ever
go to church?" "Yes sir." "And where do
you attend?" "Well, sir, when I want to
hear a good sermon I go to Boston. That's
the place."—*Boston Record.*

SENSELESSLY CIVIL.

London Railway News.

Mr. John Taylor, the eminent banker of London, speaking to a meeting of Penna. Railroad shareholders in London, on October 5th, tells this very good story, in reply to a gentleman who advocated the conservative policy of management of that railroad company. "We are told that this is a most conservative policy. Well, I believe conservatism has a sweet sound in some people's ears. (Applause and laughter.) I cannot say I am so enamored of it that I find in it a compensation for less dividend and less value of the shares. (Hear! hear.) What has been the result of this conservative policy? We will put aside all political association with it. The abstract meaning of conservative is to preserve. What have they preserved? Have they preserved the dividend? No. Have they preserved the price of the shares? No. Notwithstanding the value of the property, this stock, in consequence of this conservative policy, was put down, something like twelve months ago, to 46½. That is the result of the conservative policy. I think you will agree with me that the liberal policy is the better, both for dividends and for—(Laughter.) If it is conserving, it is excessive conserving. There is a story told of a Scotchman, undemonstrative and very cautious, who, during the time of his courtship, never ventured to embrace the lady who was to be his wife. He waited until the knot was tied, the ring was put on and the register signed, and then he ventured on a kiss, and he said to the lady, 'Have I not been very civil?' (Laughter.) The lady, with great emphasis, replied, 'Senselessly civil.' (Renewed laughter.) I say this is a senselessly conservative policy, which brings us no gain but loss."

RAISED HIS WAGES.

Chicago Herald.

"I have been running a train for thirty years," said a gray-haired conductor on the Wabash as he sat down by my side and sorted out his tickets and coupons. "I started in on the New York Central, have been on the Lake Shore, Pennsylvania, and three C.'s, and here I am on the Wabash."

"Did you know old Vanderbilt?"

"Did I know him? Well. He used to keep a pretty close watch on everything, I tell you, and there wasn't much going on along the road that he didn't know about. One time I got myself into a box. At Albany they brought a corpse on to my train, and nobody had bought a ticket for it, according to rules. At first I refused to carry it, but the station agent said it belonged to some of the railroad folks, and the charges would be paid to me in New York. When we got to New York nobody called for the corpse. I was in a hurry to go home, but I waited around for my fare, as I knew I'd be held

responsible for it. Nobody came, and nobody at the depot knew anything about it. This vexed me a great deal, and so I made up my mind something had to be done. So I sent word over to the medical college there was a 'stiff' at the Central Depot for sale. A doctor came right over, and I sold him the body for just enough to pay the charges, entered the fact on my report, and went home. Next morning I heard the body was that of a relative of old Vanderbilt himself! And I had gone and sold it to a medical college! Well, I went straight to the old man's office to get my discharge. I knew my time had come. But, would you believe it, I wasn't bounced? The old man took it very cool."

"What did he say?"

"He said he had got the body back all right, and had inquired into all the circumstances. Then he raised my wages a hundred dollars a year!"

A DOG WHICH CAUGHT ON.

Detroit Free Press.

"Yes, that 'ere dog belongs to me, I s'pose," replied a farmer at the market yesterday, when rallied in regard to an ungainly cur which was lying under his wagon.

"Is he any good?"

"Not the least bit. I've tried to give him away, and I've tried to drive him off, but it's no go."

"Why don't you lose him here in town?"

"I've tried it in vain. Lemme tell ye what I did in September. I brought that cur up here with me, and I got on the street cars and rode around for half a day. Away up Jefferson avenue he got into a row with some other dogs and lost the car, and I went home feeling that he was done for. Next morning I went at it with my boys and painted the front fence and the house so he wouldn't know the place if he came along. I tied up a calf in the front yard, cut down all the weeds and so changed the general looks of things that my neighbors didn't hardly dare come in. On the third day we saw the cur coming down the road from town and everybody got inside. He came up, looked around in great astonishment, and his tail dropped as if somebody had tied a brick to it. In his bones he felt that it was the old place, but the painting up sorter paralyzed him. He sat down to think it over, and all at once he came over the fence and began to gambol around as if tickled to death. He had got on to something and it was no use trying any longer to fool him."

"What did he discover?"

"Why, there had been three panes of glass out of the garret window for over two years and we'd forgot to put 'em in. As soon as he raised his eyes and saw that window he knew the house belonged to me, and a dozen o' your best lawyers couldn't have made him believe I'd sold out and moved away. Dogs is no fools, and don't you forget it."

WOULD CALL IT SQUARE.

Arkansas Traveler.

A bartender in the back room of a country store, in mixing a drink for a customer accidentally poured in about two tablespoonfuls of turpentine. He discovered the mistake, but, saying nothing about it, he filled the glass with whisky. The man drank the mixture, smacked his lips, and walked away. Pretty soon he returned and said:

"Bill, haven't I allus been a good customer uv yourn?"

"Yes."

"An' allus tuk whut you sot afore me without sayin' a word?"

"Yes."

"Allus dun the best I could fur yer, Bill?"

"U'y co'se, Andy; what's the matter with you?"

"Wall, it's jist this: Why haven't you been givin' me that good liquor all the time? Been er drinkin' here ever sence you started, an' jes now is the fust time you've ever give up your best lick. Hand me out another drink like the one you give me just now, an' we'll call it squar."

WOMAN AS A TRAVELER.

Globe Democrat.

Strange as it may seem, it is a fact, nevertheless, that men are more difficult to manage than women when they are traveling, and are in doubt as to which train they want to take or when it is liable to leave. When you tell a woman that her train is on track No. 8 and will depart at 8:25 she may ask; "Well, why don't you show it to me?" But she will coolly gather up her half a dozen handboxes and various other articles and follow you to the train, while a man will want to know if you are certain about it, and in 99 cases out of 100 will ask half a dozen people before he can be persuaded to get aboard. He is inevitably behind time and arrives fretting and excited, while a woman is on hand at least an hour before train time, and her only fear seems to be that the train will get away from her.

HE COULD RUN THE WHOLE TRAIN.

On a Bay City train coming into Detroit was a great big hulk of a fellow, with a voice deep enough to shake the foundation of a house and a disposition to eat somebody up. He got into trouble with three or four men in the smoking car, all of whom left it to avoid trouble. This encouraged the man in the belief that he could run the whole train, and he was observing that he had come down from the lumber camps to sniff the fresh air and start a graveyard or two, when a brakeman, who had caught on quietly, took a seat beside him.

"Stranger," said the overgrown chap, as he limbered up his arms, "are you prepared to die?"

The brakeman acknowledged that he wasn't.

"Say, how would you like to step out on the platform at the next station and stand before me for a few minutes?"

The brakeman rather liked the idea.

"You will, eh? Say! Jist feel o' that! Then smell of it!"

"Don't rub my nose like that again, sir!" warned the railroader.

"Why not?"

"Because you might get hurt!"

He had scarcely spoken when the big fist rubbed itself against his nasal organ, but something more than words followed. In about a second he had the big man by the throat and jammed into a corner, and there he held him until the man who wanted to go into the grave yard business turned the color of a horse plum, exhibited all the tongue he had, and made signals that he would even sell his shirt to bring about an amicable settlement of affairs.

"Got enough?" asked the brakeman.

"Y-you bet!"

"Will you keep quiet?"

"Y-yes."

With that he was released, and for a long ten minutes he had nothing to say. Then a sickly smile crossed his face and he leaned over to the man in the seat ahead and whispered:

"He was the man I wanted to step out before me at the next station."

"Yes."

"Say, stranger," continued the big passenger, as he felt of his neck and sort o' licked his chops, "supposing he had!"

"HOUSEHOLD Departments" are very good adjuncts to a newspaper in their way, when selected by a woman, but the male journalist who dabbles with the mysteries of cooking runs a frightful risk. The editor of a weekly journal started a column of that kind recently, and a few days afterward a fierce-looking female came into the office, carefully concealing some object behind her apron.

"Are you the man that published that new and improved way to make currant cake?"

He said he was.

"You said to mix washing soda with the flour, and stir in a little cornmeal and sweet oil to give it consistency?"

"I—I—I believe so."

"And to add fifteen eggs, and some molasses, and two ounces of gum arabic, and set in a cool place to bake?"

"I think that was it."

"Well, take that, then!" and the indignant housewife knocked him down with a weapon that felt like a club, but which in his heart he knew must have been a half-baked cake constructed on his new pattern.

POWDERY ON DRINK.

"To our drinking members I extend the hand of kindness. I hate the uses to which rum has been put, but it is my duty to reach down and lift up the man who has fallen a victim to the use of liquor. If there is such a man within the sound of the Secretary's voice when this is read, I ask him to stand erect on the floor of his assembly, raise his hand to heaven, and repeat with me these words: 'I am a Knight of Labor. I believe that every man should be free from the curse of slavery, whether the slavery appears in the shape of monopoly, usury, or intemperance. The firmest link in the chain of oppression is the one I forge when I drown manhood and reason in drink. No man can rob me of the brain my God has given me unless I am a party to the theft. If I drink to drown grief, I bring grief to my wife, child, and sorrowing friends. I add not one iota to the sum of human happiness when I invite oblivion over the rim of a glass. If one moment's forgetfulness or inattention to duty while drunk brings defeat to the least of labor's plans, a lifetime of attention to duty alone can repair the loss. I promise never again to put myself in such a position.'"

"If every member of the Knights of Labor would only pass a resolution to boycott strong drink so far as he is concerned for five years, and would pledge his word to study the labor question from its different standpoints we would then have an invincible host arrayed on the side of justice."

HOW THE FREIGHT CONDUCTOR GOT THE BEST OF A TRAMP.

"Let me tell you a good story about a Union Pacific freight conductor getting the best of a tramp," said John F. McClure, traveling agent of the Chicago, Milwaukee & St. Paul. "I am sorry I can't remember the conductor's name, because he deserves some credit. The incident occurred at North Bend the other day. A professional tramp accosted F. E. Valentine, the station agent, and inquired for the conductor of a freight train which had just pulled in from the west. 'There he stands,' said Valentine, pointing him out at the end of the platform."

"Are you the conductor of this freight train?" asked the tramp of the conductor, as he approached him.

"I am; what can I do for you?" said the conductor.

"I am dead broke," said the tramp, "and I want to get to Omaha. Can't you give me a ride there?"

"Certainly, you look like an honest man, and I always believe in lending a helping hand to deserving people," said the generous conductor. "Do you see that box car over there, with the door open?"

"Yes," replied the tramp.

"Well you climb into that car, and partly close the door," said the conductor. "Just go to sleep if you want to, it will be all right. We have got about three quarters of an hour switching to do, before we pull out for Omaha."

"All right—much obliged," said the tramp, who with elastic step and elated spirit, hastened to the car, climbed in, pulled the door partly shut, and making a pillow with his coat, went to sleep in a few minutes.

"The conductor watched him disappear within the car, with a sort of fiendish glee. He then proceeded to do his switching, which resulted in his setting out several empties on the side track. Among the empties was the car occupied by the tramp. The train soon pulled out for Omaha, and left the empties on the side track. About an hour afterwards the tramp awoke, and was surprised to find the car standing still. At first he thought the train had reached another station, but upon looking out he was astonished to find himself still at North Bend. He soon comprehended the situation, and walking into the station house, with a very sheepish expression, said to Agent Valentine: 'Well, I'll be blankety-blanked, if that conductor didn't do me up in great shape.'"

MIDDLE SEATS.**Where Is the Best Place to Sit in a Railroad Car.**

The *Railway World* has some practical information about the most desirable seat in a car. It says: A very common theme of conversation among travelers is the question of whether or not a car rides easier in the middle than above the trucks. One of our railroad contemporaries some time ago published an article on the subject, and took the ground that there could be no difference, unless the sills and framing of a car yielded, like the buckboard of a wagon.

There is certainly no yielding to car sills and framing, yet every old traveller avoids the seats, and especially the sleeping berths above the trucks, and old travelers generally know what they are doing.

If the party who insisted that there could be no difference in the motion in different parts of the same car had ever crossed the stormy ocean in a moderately long steamer, he might have received some enlightenment, especially if seasickness urged him to find the point of least motion.

It is well known that there is less motion amidships than there is at the stem or stern, and less motion at the bottom of the vessel than there is on deck. A car acts in a similar way. Anything defective about the track jerks the wheels, which transmit the irregular motion to the truck, and that in turn to the body of the coach.

DAVY CROCKETT'S RIFLE.

Detroit News.

The original rifle of that Tennessee pioneer and romantic character, Davy Crockett, is in the possession of Smith Rudd, a retired farmer of Mendon, Mich., who has devoted his entire life to looking up Crockett's career. The earnestness of Mr. Rudd's search has been remarkable. When a boy he lived in the backwoods of Branch county, where the howling of the wolves was as regular by night as the crowing of the roosters by morning. The reading was meagre, and among the most cherished volumes was the life of Davy Crockett. During the long evenings the stories of Crockett's "bar" hunts and his miraculous adventures were read aloud. They made a lasting impression on the young backwoodsman, and from that day to this he has devoted his time and money to Crockett, with such an earnestness that it has become almost a mania.

Several years ago Mr. Rudd advertised in the Detroit papers for the whereabouts of Crockett's relatives. He received an answer from one of the senators of Arkansas, directing him to Col. Bob Crockett, the surviving grandson of the pioneer, living at DeWitt, Ark. Mr. Rudd packed up his things and started for DeWitt, where he spent several weeks with Col. Crockett. He then went to Tennessee, where months were devoted to looking up Davy Crockett's life, visiting his log cabin, still standing, and re-reading the many Crockett stories among the old inhabitants. In fact, Mr. Rudd has a fund of anecdote, incident and fact concerning Crockett which would be new to the pioneer's biographer, Parton.

Among the relics which Mr. Rudd has is Davy Crockett's favorite rifle, a rare weapon covered with gold and silver. On the top of the barrel runs the inscription:

"Presented by the young men of Philadelphia to the Hon. Davy Crockett, of Tennessee"

At the muzzle of the piece is a gold arrow, forming the sight, around which are the apt words in gold, "Go ahead," from Crockett's well-known motto: "Be sure you're right and then go ahead." The stock of the weapon is beautifully embellished with solid silver ornaments, the guard over the trigger being a silver alligator. Elk's heads, bears, coons, etc., are traced in the silver settings. Underneath the stock is a large silver figure of liberty with the inscription, "Constitution and laws."

The presentation of this weapon to Crockett was an event of much interest in Philadelphia in 1834. The adventures of the hunter had made him so popular that he was sent to Congress, and while there the Philadelphia boys gave him the rifle. After the presentation he amused them by pierc-

ing quarters which they tossed up at fifty yards. On his hunts for the "varmints" Crockett still carried his old flint lock "Betsy," as the gold and silver weapon was reserved for careful usage. Since his death the rifle has been kept as an heirloom by the family, who have loaned it to the enthusiastic Rudd. It is still in good shooting order, and a News correspondent came within an inch of the bull's eye when he used it at fifty feet. Mr. Rudd also has the buckskin pouch and powder horn used by Crockett.

The descendants of the pioneer hunter pronounce Frank Mayo's drama of Davy Crockett a fiction, and Col. Bob Crockett has expressed a desire to see the actor and give him a few points. The rifle, pouch and general make-up of Mayo, are, however, much like those of the original character.

CURED BY IMAGINATION.

San Francisco Chronicle.

"Do you believe in the mind cure?" I asked Dr. Swan.

"Well, the mind cure is adopted very often by the medical profession, and it is a very valuable aid to doctors sometimes. I had a patient once, a lady of nervous temperament, who had for a long time suffered from restlessness, nervousness, sleeplessness, and many other lessnesses. There was nothing really the matter with her; her trouble was in the imagination. I could not cure her at all. At last one evening I said to her: 'Now, I never like to give morphine or any form of opium. It is excessively dangerous, and only as a last recourse do I administer it. I have decided to administer it to you. I am a little nervous about the result, and you must be careful in using it.' And I went to the faucet and drew a glass of water and compounded with great care and seriousness a slightly-colored mixture of which I had brought the materials. 'Here, take this teaspoonful,' I said. 'Now if you don't get to sleep in half an hour, take another teaspoonful; if that does not work, wait an hour and try another, but don't take any more for two hours, for this is cumulative, and there's enough in this to kill the family. Please be very, very careful,' and I left her. Next day I called.

"'O, doctor,' she said, 'I am so much better. The first teaspoonful did no good; so I took another, and that worked like a charm. I slept beautifully and got up feeling infinitely better.'

"'I'm glad,' I said, 'you've had enough. I will throw that rest away, for it is excessively dangerous.' It was after a couple of years of good health I confessed to her that all in the world she had taken was a teaspoonful of brown sugar and water. She was so mad she almost fell sick again."

MR. HOXIE AND THE BRAKEMEN.

Chicago Herald.

Here is a true story about a famous railway man. H. M. Hoxie, of the Missouri Pacific Railway, is noted in railway circles for his proneness to give his inferiors good, sound lectures on the slightest provocation. Hoxie is a hard worker, and all who have ever seen him know how round-shouldered he is. One day a brakeman called on him with a letter-request for a pass in his pocket, leaving the door wide open as he entered the office, and wearing his hat on his head in true brakeman style. In a loud voice he called out:

"Is Hoxie in?"

At this the general manager looked up from his desk and replied:

"Yes, sir; Mr. Hoxie is in."

The brakeman took his letter out of his pocket, grabbed the corner of the envelope between his thumb and forefinger and sent the missive spinning and whirling upon his superior's desk. Hoxie looked up in amazement and said:

"Now, young man, would it not look better for you, when coming into a gentleman's office, and especially when asking a favor, to remove your hat, wipe your feet, and inquire in a quiet voice: 'Is Mr. Hoxie in?'"

The brakeman looked at the general manager a moment, asked for his letter, got it, went out, closed the door and in a moment marched in again, closed the door very softly after him, wiped his feet, put his hat under his arm, and in the most polite manner possible, inquired:

"Is Mr. Hoxie, the general manager, in?"

"I am Mr. Hoxie," replied the general manager; "what can I do for you?"

"You can go to h—l, you round-shouldered son-of-a-gun!" retorted the brakeman; "I don't want none of your favors. I'm from Texas."

INFLUENCE OF STONES AND GEMS.

Exchange.

Concerning gems and their language, it is said that the Slavonic races of Europe have a fanciful belief that each month of the year is under the influence of a precious stone, or gem, which influence has a corresponding effect on the destiny of a person born in that month, thus: January, garnet—Constancy and fidelity. February, amethyst—Sincerity. March, bloodstone—Courage. April, diamond—Innocence. May, emerald, Success in love. June, agate—Health and long life. July, cornelian—Contented mind. August, sardonyx—Conjugal felicity. September, crysolite—Antidote against madness. October, opal—Hope. November, topaz—Fidelity. December, turquoise—Prosperity. Tradition says the opal brings misfortune to the wearer. The changing of color indicates danger.

A QUIET VOCATION.

Arkansas Traveler.

Several men are practicing rifle shooting. They notice that a modest-looking fellow, who sits a short distance away, stops up his ears whenever a shot is fired. One of the men approaches him and asks:

"You appear to be nervous?"

"No, not particularly."

"But this firing seems to disturb you?"

"Yes, I am unaccustomed to hearing guns fired."

"You must lead a very quiet life?"

"I do."

"Won't you come up and try a shot?"

"Oh, dear, no."

"Are you a minister of the Gospel?"

"No, sir."

"A sort of professor, I suppose?"

"No, but my vocation is not consistent with the firing of guns."

"What is your calling?"

"I belong to the United States army."

CUTTING INTO A GRAPE SHOT.

Chicago Times.

Southern saw mills are occasionally cutting into a grape shot imbedded in trees during the late war, and a firm that makes saws publishes as an advertisement a statement of a saw mill owner that the finely tempered saw he bought of the said firm had sawed clear through one of them, one and one-fourth inches in diameter, without hurting the saw, and that he cut two more logs into lumber before stopping, and then needed only thirty-five minutes for filing before going on as good as new.

THE wealth of the world proceeds from the soil, which belongs to humanity and should be free for all. But the law of man, in defiance of the provisions of nature, recognizes property in land. This legal usurpation is the fountain-head of injustice. It takes from man his natural means of sustenance; deprives labor of its just reward; divides mankind into classes, and compels the many, who have nothing, to toil for the few who, by sanction of usurping law, have stolen all.

Under the best and most advanced governments on earth the interests of the many are constantly sacrificed for the interests of the few. Monopolies rule the world. The rich and poor are established orders of society, and there is a never-ceasing struggle of the lower to attain to the position of the higher, and of the higher to avoid sinking into the lower. Individuals among the poor become helpless, hardened and desperate; hence we have beggars and criminals on the one hand, and equally hardened, cold, calculating and selfish millionaires on the other. —*Labor Standard.*

NEAT REPLIES.

Pittsburg Dispatch.

Andrew Jackson, it is related, was at one time entertained at dinner by a gentleman, and among those present was one of those people who often find their way into story books, etc., as the type of that offensive class of Americans who are always trailing their nationality in the dust in the effort to exalt their individual independence. This particular gentleman, over the wine and walnuts after dinner, in order to emphasize his own independence or disposition, of which he was loudly boastful, remarked with a rare exhibition of self complacency to General Jackson:

"I always voted against you, sir."

The company was naturally rendered speechless by this unexpected disclosure, and the scene actually looked squally; but General Jackson put a stopper to the boastful individual and avoided further trouble by smilingly remarking:

"And I, sir, have always fought the battles of my country that you might enjoy that privilege."

Another instance of happy response is that of an old southern judge—but whether judge by courtesy or in fact, the writer cannot state—who must have had the faculty of quick and appropriate reply pretty well developed, if the story related of him is true. He had been a secessionist, and the fact was not forgotten when, after the war, he re-entered the political arena of his native State. Speaking at a certain place one evening in the interest of his own candidacy for Congress some one in the audience, who evidently had a good memory, inquired:

"Didn't you speak here just before the war?"

"I did," proudly responded the judge.

"And didn't you say we could whip the darned Yankees with pop guns?"

"I did," replied the unabashed judge, "but, confound 'em, they wouldn't fight that way!"

AN EDITOR'S HALF-DOLLAR JOKE.

Summer before last John R. McLean, of the Cincinnati Enquirer, was walking rapidly with a friend along 29th street in New York, says the Boston Pilot. At the corner of 4th avenue he saw a very hard-up looking old Hibernian standing on the opposite corner gazing listlessly into vacancy.

"Watch me surprise this old fellow," said he to his friend. "Look right into his face and see if it won't be a study."

A second later they were abreast the old chap, when John pulled a silver coin out of his pocket and said, as he thrust it into the old man's hand:

"Here's that quarter that I owed you. Now, don't go around any more telling people that I don't pay my debts. I always

speak well of you and you have no reason to do otherwise by me."

For a second the man's face was a study. He was amazed at the unlooked-for kindness, and then, as its purport dawned on him, he raised his tattered hat and said:

"God bless yer oner, I'll niver say another word again you, but (and here his eyes twinkled merrily) are ye sure it wasn't a half yez owed me?"

The friend roared, and as McLean red-dened to the roots of his hair, exclaimed:

"Oh, pay the man in full. Don't try to beat him out of a quarter."

The Irishman got two halves in addition to his quarter.

HADN'T BEEN INTRODUCED TO THE CATERPILLAR.

A good-natured newspaper chap was at a rustic picnic and rashly spoke to a young lady without the formality of an introduction. He happened to see a great fat caterpillar crawling on her lace collar and jumping toward her said:

"Madam, permit me to—"

But the young lady waved him off with an imperious and insulting gesture and said: "How dare you speak to me without an introduction? You are certainly no gentleman, sir!"

Here the caterpillar overbalanced itself and fell down into her neck.

"Youch! Oh! Help! Take it off. Oh please do take it off, somebody!" exclaimed the fair one.

The newspaper man was the only "somebody" around and he said: "I couldn't think of it, madam; I haven't been introduced to the caterpillar."

TAKING DOWN A POMPOUS YOUNG MAN.

A merchant traveler was sitting in the Stanton house parlor the other evening, when a pompous young man with a blazing solitaire pin stuck in his scarf and an immensely brilliant cluster ring on his finger, walked in and took a seat. The traveling man, true to his instincts, opened up a conversation. "What house do you travel for?" he asked of the lordly personage. "None, sir," replied the jewel bedecked, haughtily and contemptuously. "I don't do that kind of business." "Beg pardon," said the other, "I thought you were a drummer for some glass works."

A blind man was sitting in company with visitors, when one of the company left the room. "What white teeth that lady has!" said the blind man. "Why," said a friend, in great surprise, "how can you tell?" "Because," answered the blind man, "for the last hour she has done nothing but laugh."—*Exchange.*

SHE LONGED FOR PEACE.

One Woman Who was Determined to Bridge the Bloody Chasm.

While we were tramping over the battle fields around Marietta, Ga., the young man from Connecticut grew sweet on the pretty daughter of the widow with whom we boarded. It was love at first sight and they went in heavy. Our guide had been an old reb. soldier, and when he saw how things were going, he winked the girl to a seat on the wash bench behind the house and said:

"Now, Lucy, this 'ere orter stop."

"What ere?"

"In love with that feller."

"Hain't I a right?"

"No, gal. Me'n your old father served in the ranks together. We fit again them Yanks together, an' together we cum home calkerlatin' to hate 'em as long as we lived. 'Twouldn't be right for you to go back on your dad that way."

"Jim Skuce," she replied, as she stood up to wave her arms, "mebbe ye never heard nuthin' 'bout bridgin' the bloody chasin and shakin' hands across the last ditch. I know pap was a fighter, but after he'd been home a year or two 'long came a Yank one day lookin' for land. He had a bottle 'o whisky, and he and pap set down on this very bench and fit them old fights over until both got drunk and fell in a heap. When they woke up they began to shake and bridge, and they kept it up until the Yank hurrahed for General Lee and pap hollered for General Grant. Now, you shut! If you don't want to bridge you can stub around with your nose stuck up and your knees out to the weather, but don't you go to inter-ferin' with me. Dad bridged, man's bridged, and I'm going to climb out of the last ditch and hustle for a Yankee husband!"

They were engaged before we left.

A WHITE BUFFALO.

N. Y. Morning Journal.

It seems as though a white buffalo has at last been killed. Some two weeks ago, Jacob Gaylor, the well-known trapper and hunter, of Lander, Wyoming Territory, while on an elk hunt in the Wind Mountains, shot a buffalo bull whose color was so gray that it could easily be called white.

The phenomenal beast was in a deep and secluded basin, in the heart of the mountains, and had evidently made the spot his home for many years. He was very, very old.

The once powerful horns were worn down to smooth round spots on the skull. The teeth were but fragmentary reminiscences, and scarcely projected above the level of the jawbones.

Many think that Gaylor has slain the famed white buffalo which, according to

Shoshone and Arrapahoe traditions, so long roamed in times past through the Wind Mountains and their valleys. Others laugh at the old tale, and say that the defunct bull came by his color from old age.

This is met by the very plausible suggestion that if the bull was gray in the dullness of his age, he must surely have been a pure white in the freshness and vigor of his maturity.

BAD MATTER MADE WORSE.

The other day, as the train from Monterey slackened its speed to stop at Menlo park, a lady rose from her seat and hurriedly left the car. When the whistle for starting again was being blown a gentleman who sat immediately behind the lady referred to noticed that she had left a small baby slumbering upon the seat. Seizing the infant, the gentleman rushed to the rear of the car and handed it to a man on the platform, explaining, as the train moved on, that it must be given to its mother. The kind-hearted traveler had just returned to his seat with the consciousness of having performed a good action, when the lady suddenly returned and excitedly demanded to know what had become of her child. While the benevolent traveler tried to explain the bereaved mother called him a kidnapper and fourteen different kinds of scoundrels, besides banging him over the head with her umbrella.

THEY BOBBED.

A newsboy who was eating away at a yellow banana, while he had two red ones stuffed into his pockets, was approached by another and asked:

"Did you get that tin-type took fur ten cents?"

"Naw!"

"Too cloudy?"

"Naw! I was on my way to the gallery when bananas dropped to three fur ten cents, and I took advantage of the decline. Tin-types are allus ten cents, but bananas bob up and down."

AT THE REVIVAL.

Preacher—"Young men should never go any place where they would not take their sisters. Is there a Christian young man in the audience who thinks he may safely break this wise rule?" Young man under the gallery stands up. Preacher—"And what is the place, my young friend, which you think yourself justified in visiting, and yet to which you would not think of taking your sister?" Young man—"The barber-shop, sir."

DOUBTFUL-LOOKING Guest—"Landlord, have you a fire-escape in this hotel?" Experienced Landlord—"Yes, sir, but we generally keep the bulldog chained at the bottom of it."

Woman's Department.

EDITED BY IDA A. HARPER.

THE OUTLOOK.

A short time ago I had the pleasure of attending the fourteenth annual meeting of the Woman's Congress, held this year at Louisville, Ky. This body of women was organized in 1873, in New York, with Mary A. Livermore for President. This office was afterwards held by Prof. Maria Mitchell, Kate Newell Doggett and the present incumbent, Julia Ward Howe. The Congress contains some of the brightest women in the country and the papers presented at its meetings could scarcely be surpassed. It is not especially an equal suffrage organization, but its object is the general advancement of women in all departments of life, in education, industrial pursuits, domestic economy &c., &c. The convention was held in the Warren Memorial, a church of the Presbyterian denomination and the finest in the city. Among the most excellent papers were "Education and Industrial Art," "Marriage and Divorce," "What Agencies Should Women Employ for the Uplifting of Society," "Women as Land Holders in the West," "The Effect of Stimulants upon the Health and Morals of Women," "The Government's Duties in View of the Mingling of Races in America." As I listened with intense interest to these splendid papers, read in distinct, well modulated tones by the most modest and dignified of women, my mind reverted to that memorable command of St. Paul, "I suffer not a woman to teach but to be in silence."

I well remember in my early girlhood how this divine mandate was thundered from the pulpit along with its companion precept, "Servants obey your masters." The latter was considered sufficient authority for the awful crime of human bondage and the former was intended to "squench" any smoldering ambition on the part of woman toward equal rights with superior man. The curse of slavery has been forever abolished and for nearly a quarter of a century no minister has dared to preach from the text which, for so many years, was supposed to justify one man in owning another. The terms "servant" and "master" have lost their significance, for the servants of to-day may be the masters of to-morrow. Equally obsolete is the other text, "I suffer not a woman to teach," for the world recognizes at the present time that the salvation of mankind depends upon the teaching of the women. Let the women of to-day "be in silence," let them raise no voice in favor

of education and religion and temperance and social purity, and what hope would there be for the future? If St. Paul should deliver this command from the modern pulpit not a hair of his saintly head would be harmed, he would simply be laughed out of existence. But, it is claimed, his command had reference only to the women of that time and generation. If this be true, why has it been held over the heads of women for nearly two thousand years, and why has it been left for the women in the latter part of the nineteenth century to set the order at defiance and declare that they will speak in church and out of church, and that while they are willing to "learn in silence with all subjection," they propose to make some use of it after they have learned the lesson. Paul also commanded the men "who could not speak for the edification of the church to keep silence," but nobody would accuse the men now-a-days of paying any attention to this precept. No doubt Paul was "sound in the doctrine" but in temporal matters we should prefer a little later authority.

It will doubtless be conceded that if the religion of the present age were not in the hands of women it would be in danger of total neglect. It is characteristic of the superior sex to hold on to the offices and therefore they are determined to keep women out of the pulpit as long as possible, but in the prayer-meeting, the Sunday school, the congregation and the missionary work they are the pillars of the church and most of the rest of the edifice. In our great system of education, the public schools, women are pre-eminent, constituting the vast majority of teachers and filling all but a few positions, which, on account of the high salaries they command, are reserved for men. Almost without exception the mothers direct the education of their children, this being considered strictly within their domain. But when women ask for a vote in matters of education or for the privilege of sitting upon the School Board of Trustees, then all of a sudden it is discovered that they are getting out of their sphere, and certain individuals who happened to be born men, say with the authority of St. Paul, "Thus far and no farther."

It is frequently said that if women could vote upon the temperance question they would be satisfied. Such is not the case, although probably all women would like to vote on the temperance question. Or, if a woman declares she would not care to vote on this most vital issue, you may consider her either a very thoughtless or a very selfish person. Perhaps if a woman has never had any personal experience of the evils of intemperance she may not realize how terrible a thing it is and how necessary that it should be suppressed. Not long ago I heard a young wife say, "If my one vote could sup-

press the liquor traffic I would not be so unwomanly as to cast it." I looked at her little son playing near by and wondered if she could by any possibility realize the temptations that awaited that innocent child, and I wondered also if the day might not come when she would be willing to sacrifice life itself for the cause of temperance.

There may be here and there an exception but the body of women will always be opposed to the traffic in intoxicating liquor. This is verified by daily observation. The mass of women long to promote the cause of temperance. The only question is how this can best be done? It does seem as if every available means has been tested. Certainly the prayer guage has been thoroughly applied, from the solitary woman in her closet to that great crusade which swept over the land with a fervor never before witnessed. It is not the province of this paper to say whether all this has produced any permanent result. Women have written of temperance with an unsurpassed eloquence; they have spoken as never women spoke before; they have made individual efforts that might almost move the world. They tell us that all this has created a public sentiment and there will be less drunkenness in the next generation. And yet we see the number of saloons daily increasing and certainly the number of drinking men is growing larger. The coming generation of boys bids fair to be more intemperate than any which has ever preceded it, at least they are beginning many years earlier in life than their fathers did.

What is the remedy for this, or must we acknowledge that every available means has been tried and that we will have to permit the greatest republic the world has ever known, to be destroyed by intemperance? It seems superfluous to enact any more laws on this subject. There is scarcely one on the statute book that is not openly and habitually violated. If the liquor traffic were made to conform strictly to the laws already in existence it would be robbed of half its danger. It would seem then that the first thing necessary is to elect officers who will see that the laws are positively enforced. But right here we are confronted by the fact that this cannot be done. I have just seen a candidate slaughtered at the polls because he agreed to close the saloons at 11 o'clock if elected! I have known a number of officers, from Mayor down the list, who honestly tried to have the laws enforced but were implored to desist as they would "ruin the chances of their party at the next election." They would have been willing to sacrifice their own personal prospects but they could not stand the pressure of being held responsible for the defeat of the whole party, consequently they relaxed their efforts and liquor was triumphant. This

mode of action is just as characteristic of one political faction as another. What the Prohibitionists would do we have no means of judging, for it is simply beyond the range of possibilities that they should gain control of the cities. The saloon element is too powerful.

Neither the Republican nor the Democratic party dares to champion the temperance cause. There are strong temperance men, a great many of them, in each party who would be glad to see a temperance plank inserted in the platform, only that they know it would be fatal to success. Each party hopes that the other will take up the cause of temperance in order that it may be defeated, but if either is accused of such a thing it hastens to deny it. The fact then is that *neither party will dare to come out boldly and advocate the restraint of the liquor traffic until it can rally to its assistance as large a support as it would lose by this action.* Now the question is, Does such a support exist, and can it be depended upon? The answer is, It does exist and could be depended upon—but it is disfranchised. If this statement is admitted, does it not then follow that if this class were enfranchised the liquor question would be practically solved? In other words, if the women of a locality could vote, would not each party make it a point to put up such candidates as would pledge themselves to restrict the liquor traffic? And if after election these pledges were disregarded, would not the derelict officers be defeated the next time they presented themselves as candidates? In short, if to the better class of men were added the great majority of women, would it not be possible to reform a large proportion of the evils that have entered into our social economy?

I am writing this on the third day of November. The tin horns are sounding in every direction and the streets are full of drunken men. We have just passed through a most bitterly contested election, where no effort has been spared, either honorable or disreputable, business has been almost suspended, and excitement at the highest pitch. A hundred times during the last two days I have asked myself, Could women go through such an ordeal as this, even though sustained by the highest principles? And every time there has come an unchangeable conviction that when the influence of women is felt in politics it will no longer be the pandemonium of the present day. Surely that is not a Utopian dream which is sustained by an unvarying precedent. It is the history of ages that woman has civilized and refined every phase of life with which she has come in contact. Is it possible that American politics is so base and so degraded as to form the only exception to this rule which has never failed? It must be admitted that under the exclusive management

of men the political situation grows more corrupt each year, and one is forced to believe that the only hope of a permanent reform lies in the influence which may be exerted by the enlightened womanhood of the nation.

A BILL granting municipal suffrage to women passed the lower House of the Vermont Legislature, this month, by a vote of 135 to 89, but was defeated in the Senate by a vote of 18 to 12. While this was a serious disappointment to those who had worked for the success of the bill, yet the failure is not altogether to be regretted. Every man in Vermont who pays \$2.00 poll tax is entitled to full suffrage, but this bill required that every woman who wished to vote must show that she paid taxes on \$250.00 worth of property and then was only to have *municipal* suffrage. When it is considered that most of the women old enough to vote are married, and that, according to the law, "the joint earnings of husband and wife are the property of the husband," it will be seen that the majority of the women in Vermont would still be disfranchised. The men are having an awful struggle in their endeavor to do justice to women and still retain their own superiority.

An interesting letter from our old correspondent Irene, arrived too late for publication, but will appear next month.

WASHINGTON, IND., NOV. 13, 1886.

To Woman's Department:

This beautiful October morning is the loveliest we have had for quite a long while. All nature looks as if it were rejoicing, and bent on merry making. We can also give good reasons for this jubilee, our much esteemed and worthy friend, S. Wm. Pettibone, Esq., of Louisville, Kentucky, will be united this evening in marriage with Miss Lily E. Hall, a handsome and estimable young lady of the same place. The wedding will be the grandest affair that has taken place at Louisville for many a day. We were among the favored who received wedding cards, and I must say they were among the handsomest we have had for some time. Mr. and Mrs. Pettibone will leave by the night express for an extended tour to New York and other places, and the good wishes of a large number of friends will follow the young couple through life.

I also have to record the marriage of another most esteemed friend of mine, Mr. Harry Abbott, of Heron, Montana. Mr. Abbott is a gentleman well known and respected by all our readers, but may not be recognized by his right name, being one of our most interesting writers. The course of true love ran smooth in this case, for this worthy pair have kept faithful to each other for over five years. The lady is Miss Ella Warburton, of England, and she crossed the deep Atlantic to be united to the man of her choice. The prize was well worth winning, for there is not the least doubt but that Mr. Abbott will make her a true and faithful husband. May joy be theirs here and hereafter.

A circumstance occurred at our house lately which brought vividly to my mind an anecdote I had heard once of a railroad man who owned a nice farm and whose wife would not let him rest until he would quit railroading, for fear some accident might happen to him. Finally he quit the road and his second day at home, on entering his stable, he was kicked by a spirited horse and laid up for repairs for six months. On the 16th of September, our youngest was 8 years old and was extremely anxious to stay at home to celebrate, but, fearing he might get into mischief, I insisted he should go to school. Very reluctantly he started on his way and had gone about one square from the house when he met a dog. Being in rather a bad humor I suppose he did not treat the dog with that etiquette which the animal thought due him, so the dog flew at him and bit him clear through the hand. Thinking he might as well be hung for biting two, as one, the dog turned his attention to another little boy, who tried to save our child, and mangled his arm in a terrible manner. This may all seem funny in print but I assure you that the reality was anything but funny, and the doctor's bill was still more melancholy. But the poor dog died from remorse, or some other reason; so we cannot tell when or where we are really safe.

Yours, as ever,

Mrs. Henry B. Jones.

[When a boy makes up his mind to celebrate, one might as well give him a toy pistol and a can of dynamite and turn him loose. We hope Master Jones has fully recovered, but fear that hereafter he will be somewhat skeptical in regard to the good boy described in the Sunday school books, who obeys his mother and goes to school and is always richly rewarded. Perhaps Mr. Jones can tell what made the dog die.

Mrs. Jones' paper on Woman Suffrage has been lost. If she kept a copy of it and will forward it, it will be published. The Woman's Department is always willing to give both sides of a question.—Ed.]

CAPE ELIZABETH, Me., November 18, 1886.

To Wimmen's Department:

Wall abuv all things here's the November Magazin' jest chuck full of gude readin'; 'stonishin' how this buke is improvin'! An' the wimmen's department, I jist think sech an Editor should be crowned fer lettin' the wimmen hev a chance of 'ritin'; most men folks think wimmen are only fit tu wash, irun, cook, sow an' mend, 'tend tu hum in general, thet's my Joslar out and out.

Now I axidently over heered a conversashun t'other day 'twix tu young leddies when I wuz at Portland shoppin'.

Thay wuz talkin' 'bout our Magazin' an' 'bout thet piece uv po'try rit in the October number by Jim Mulligan; thay sais tu each other "let's try an' anser the po'try;" and I got tu thinkin' why couldn't I rite a piece fer the wimmen's department.

After I get my min' sot I detarmined I jist would show fokes as I could rite as well as 'tend to me hum, so here I be.

Laws-e-e! If Joslar hed an idear I hed tuk such high fangl'd noshuns as tu rite fer this buke, no

tellin' but what the partn'rship hertofer 'xisting 'twixt Joslar Plimpkins an' his dootiful wife, Hanner Plimpkins would be split'n tu.

Now Joslar, I giv you tu understan', is as smart as the averidge man, no matter what his idears is on the subjec' he's a man fer all thet.

Joslar use'ter be a Fireman, but his mar and par are reg'lar old fash'ned Yankee people an' when Joslar he made up his mind tu leave off farmin' an' go on the railroad, why the old fokes tuk on as if he wargoin' to perdishun; no use talkin' an' remonstratin' with them as how the boys hed been improvin' the'rselves.

After a time Joslar he must give up railroadin' an' go to farmin' ag'in, but sais I, Joslar, you needn't leave the Lodge, you just stick to thet, an' so he has, an' no matter what the we'ther is, on meetin' nites Joslar is rite ther'.

Wall, I hev been readin' 'bout the Convenshun an' what a gude time the boys hev been havin'. I see Lew Smith, uv Shecago, hes been 'lected as one uv the Trustees. Lew is a smart young man. I hev been tellin' Cynthy Mirandy Peppers 'bout him. I met Lew at the Philadelphiar Convenshun, but, La! I hed no idear he would fill sech a posishun in 'nother year. Thet goes to show how our boys is progressin'. Now, Lew used ter be a Fireman, hisself. I don't 'no' the other gentlemen, but I heerd Joslar speak werry h'ly uv them, an' Joslar is a man thet ain't fuled on ennyboddy. I also heerd t'other day thet Jo Kash stop'd tu see a young leddy he met at Convenshun, on his way hum. Jo is a fav'rit' 'mong the leddies, an' I think him a werry purty an' 'bligin' young man. Joslar told me thet J. McCabe is to be merried on the 28th uv this month tu Miss Hattie Duckett at Denver. Thet girl is gettin' a gude man. I could go on fer a week, numeratin' the gude qualerties uv the boys belongin' tu the Bruth'erhude, but Joslar hes gone tu town, an' I hev bin expectin' him fer sum time, so I will say gude by an' wish you all a happy Chrissmess an' a merry Nu Yere.

Hanner Plimpkins.

A CURIOUS CUSTO M.

New York Sun.

"It's a curious custom the Japanese have, my dear," remarked a husband, "of taking their shoes off when entering the house."

"The custom is curious," replied the lady, "in the fact that is practiced at all hours instead of at night only."

And the husband said "Yes?" with a rising inflection, which was about all that he could say.

AN INDIGNANT EXPERT.

Mrs. Fizzletop overheard her son Johnny swear like a trooper.

"Why, Johnny," she exclaimed, "who taught you to swear that way?"

"Taught me to swear?" exclaimed Johnny, "why it's me who teaches the other boys."

EXPERENTIA DOCET.

Drake's Travelers' Magazine.

Husband—Do you think our daughter Clara ought to marry for money alone?

Wife—Certainly.

Husband—But you married for love, my dear.

Wife—I know I did, and that is the reason why I think Clara ought to marry for money.

For Woman's Department.

THE WRECK AT WEST QUINCY.

On Monday night with rumble and roar,
Down the track came the engine Four;
Through the gloom of the night her headlight shone,
And the engineer saw the switch had been thrown:
He reversed the lever, but alas! It was too late,
The engine already was too near its fate:
With a crash and stagger the engine sped
From the cumbered track to the bank ahead,
Furrowed its course through the ground,
And plunged from the bank with a fatal bound.

By mistake or neglect the switch had been thrown,
Or, by some party who yet is unknown;
Which caused the engine to plunge and go
Full fifteen feet in the ditch below:
Under the wreck the engine made,
The shattered forms of two heroes laid;
McCarthy the oldest engineer on the line,
Has made his trip over the road the last time.

Brave Keefe was under the engine bound,
To find way of escape was crawling around;
The steam was so dense he could not get breath,
And there had to stay and be burned to death:
Still life hung on but he could not tell
Of the circumstance which he knew so well;
And without being near to father or mother,
Our fireman passed quietly from this world to another.

Oh! Pity the man at any rate,
When he makes his first trip on the road to brake:
This being his first, like all others did not know
T'was the last time down the road he'd go:
Yet death stood staring him all the way in the face,
Till the hour they reached that fatal place:
He lived till half-past four that same night,
And without a word his spirit took flight.

Now, this is the story which I relate,
And all I know of those three men's fate.
With deepest regret I feel, for their homes,
Once brightened by them, are now sad and lone:
And many a tear dropped from the mother's eye,
When their sons started to work with a faint good-bye.

And all day long she would think of her boy,
If he arrived safe at home it would give her such joy:
But on this fatal day, it seemed 'twas God's will,
When their boys were brought home they were rigid and still.

Brave McCarthy was an old man, some of his children are grown.
For his wife he held the highest life policy known:
May the sweet scented flowers o'er them wave,
And stones to mark them as mounds of the brave:
Just the same as I did not know how to begin.
Now I know not how to bring rhymes to an end:
This being my first you can't much expect.
I will try and improve a great deal on my next.

School Girl.

NOTHING EXTRAORDINARY.

Detroit Journal.

Mrs. Awljaw: Gough must have been a remarkable man. I have just read that he lectured 9,000 times.

Mr. Awljaw: Nothing remarkable in that.

"No? Where is there a similar case?"

"Let me see. We have been married thirty years. Now, you have lectured about every night—let us say thirty times three hundred and fifty—"

(Seance breaks up in disorder.)

LITERARY young lady (to her father): "Paw, I think it's awful strange that you don't like Tennyson when everybody does on him." Father (with a look of surprise): "I do like him." Young lady: "I am so glad, for I thought that you disliked his writings." Father: "O, his writings; well, I haven't any use for his writings, but I haven't anything personally against the old man."—*Arkansas Traveler.*

FIREMEN'S DEPARTMENT.

Correspondents must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,

DECEMBER, 1886.

The Past and the Future.

LAFAYETTE, IND., Dec. 1, 1886.

Editors Locomotive Firemen's Magazine:

Another year has gone into the hoary past, its errors irretrievable, its follies ineffaceable, its virtues recorded and working their own reward and their own perpetuity. Its words, its thoughts, its deeds, part of our history—the record is made, and no bribery, no entreaties, no threatenings can cause it to be unmade, its lines may blister the brow with shame, or bring the smiles of joy to the countenance; it matters not, they can not be blotted out. What a year has it been! The ocean has swallowed up its thousands. There was the Oregon, that noble vessel with her massive ribs, her ponderous beams, her iron stays, her faultless machinery and truly, we thought we would brave even the turbulent Atlantic in such a vessel, and know no fear. Her sad fate has been shared by more than one other vessel. Such a year of naval disaster has never been known in our history. Death has also sought to control our iron highways—the collision and the rush from the track have sent scores into unexpected graves. War has raised his hideous front and all foreign nations have been in turmoil. Some of their fields have been dyed with human gore—pestilence and drought have also passed over the country, but 1886 had darker pages than these. What is the misery caused by the Oregon, the foreign wars, the blowing up of the La Mascotte, or the crush and collision of the railway, with all their loss of life, limb and fortune, compared to the destruction of life, reputation, home, friends, friendship, and hope—all that is lovely, caused by American whisky—almost nothing. God of infinite goodness, upon what misery hath looked thine eye of Omniscience, as it saw the hand of man open the sluice-ways of intemperance, for the ruin of his fellows. How long, Oh, Lord, how long! In some of our large cities, and no man can tell, the demon of credit has wrecked the hopes of thousands; the man of means went on, and many trusted him. He was the Oregon on which was freighted the means of many. He went on, the

errors of the times, was his error. He went on—credit was added to credit, security was added to security, liability was added to liability. This none knew but himself, and he had not the nerve to look his own situation in the face, and on he went, until the crash came. Then many ran to and fro. Those who had small sums in his hands, had their all there—they were reduced to want. Others who were to the Atlantean burden of those fearful liabilities, saw before them a life long struggle, while to the multitude it was a nine days' wonder. Such is a meager outline of thousands of cases recorded in the annals of 1886. The reign of credit and the dominion of reckless over-trading have ruled with iron rod, and have dashed the people as a potter's vessel. How much better the Christian maxim, owe no man anything, but love one another.

Has 1886 taught the people wisdom? We fear not; thousands will still, in direct violation of God's word, be surety for another and sink under the burden. Thousands will still drive madly on the same path of luxury and overtrading to the same terminus. The old maxim says, forewarned is forearmed, but it seems it should read forewarned is fore-determined. We imagine that the path, so dangerous to others, so lined with monumental ruins, will be perfectly secure to us. We have a mania for speculation and nothing can cure us. It is however true that 1886 has been marked by grand progressive triumphs, the knell of more than one wrong has been struck—the dirge of more than one error chanted. Of these we speak now. Even our Order has been infused with the popular spirit and is rapidly moving with a march restlessness as destiny towards a purely representative legislation and a popular election. All hail! no fetters of ancient usage bind us. In mature helplessness we can move, we can walk, we can run, we can fly, but we will make haste slowly, we will do nothing for the mere sake of change, but prove all things, hold fast to that which is good. But what of 1887? well what of it—who of us can read its events or unroll the map of its history. Selfishness is not dead, avarice yet lives. The cursed lust of pelf will, as heretofore, wither and destroy. Many who enter the new year hopefully and in exultant spirit, will close it in sullen gloom and omit the despair of deep disgrace; the same prolific causes of evil still exist and will work the same results—yet there are hopes that 1887 will see such a legislative throttling of the evil of the times, as will make it the jubilee year of temperance reform. The edict will go forth from more than one legislative hall, that ardent spirits shall not be sold as a beverage. God of truth, speed it and make it sure. But why speculate on the future.

“Trust no future however pleasant.

Let the dead past bury its dead.

• Act, act, in the living present,

Heart within and God o'er head.”

This stanza of Longfellow is worthy of being remembered, yet well we know many things which 1887 will bring. There are hours, sad, slow and mournful, of disease before us; many a Lodge will assemble in tearful silence and listen to the announcement of death, the charter will be draped in sable folds, the acacia bough, the symbol of immor-

tality, shall be cast on many a coffin lid—my brother, perhaps on yours or mine, and many an additional voice shall 1887 add to the many toned choirs who sing to-day in

"The happy land,
Far, far away."

There the ransomed of the Lord are gathering, their tears are wiped away and they are happy. Brothers, shall not 1887 be a glorious year for the Brotherhood of Locomotive Firemen? I do not mean shall not this or that reform be adopted. Real reforms and real progressive movements will come along in good time, but shall not a glorious work be done, shall not the benevolence of the Order be more widely diffused?

If each brother in our 310 Lodges will only consider the share of responsibility resting on him personally to make our *Magazine* what it should be, and in the same way use his influence to assist in its circulation, we should very soon have the most interesting and successful monthly published. Our *Magazine* should have an active agent in each of its 17,000 owners; if it had it would soon accomplish all that its most sanguine friends have ever claimed for it, afford the proud satisfaction to its founders and supporters, that their labors have not been in vain. The difficulty is that the labor of obtaining subscribers is too often left to the efforts of one brother. This is all wrong; every brother should use his influence to obtain the names of all his friends, and then turn them over to your regular agent. In this way you will increase the number of subscribers and divide the labor in obtaining them. The *Magazine* is now well established and it should be a matter of pride to every member of our organization to maintain and improve it. I hope we have not one brother within our ranks who would be willing to ever hear it said that our *Magazine* was a failure.

Last, but not least, we wish our lady friends a "Happy New Year's" greeting. We have not forgotten them. God bless them, their aid has been of great assistance to us in many ways, their communications for the *Magazine* are always welcome and we hope the wife of every fireman will feel that she has a personal interest in the success of the Brotherhood.

Now, brothers, we come back to you for a parting word. You have everything to encourage you. Your good conduct in the past has won the confidence of many of the most prominent railroad managers and officials in the country. The public appreciate and applaud your efforts for improvement. The press has given you warm words of encouragement; your efforts to rid your organization of bad and intemperate members is fully sustained by those in authority over you. New Lodges are being organized all over the land, in most localities firemen feel it a disgrace if they do not belong to the Brotherhood. You have every reason to feel encouraged. So long as you maintain your membership it is within your power, while you have health, to provide for wife and little ones when death shall suddenly overtake you, and we cannot see why locomotive firemen are not a favored class if they

accept all the advantages and provisions made for their mutual benefit. With all these assurances it is not necessary to say more to induce every brother to perform his whole duty to the Brotherhood.

Wishing you all a Merry Christmas and a Happy New Year, I am

Yours Fraternally,

W. B. Walters.

SPRINGFIELD, MASS., Oct. 29, 1886.

Editors Locomotive Firemen's Magazine:

Nothing having as yet appeared in the columns of the *Magazine* from Hamden Lodge No. 307, I will give the readers a few items regarding our Lodge. We were organized March 14, 1886, with a charter membership of twenty, and during the six months we have added twenty-two members to our rolls, of whom I can speak in terms of the highest praise. Springfield is a railroad center, on the line of the Boston & Albany R. R., and is also the terminal point of the N. Y., N. H. & H. C. R. R., and a branch of the N. Y. & N. E. R. R. We have brothers on all these roads, and I hope ere long will have a Brotherhood man on every engine out of this city. Two of our boys have exchanged the scoop for the throttle, viz: Bros. W. H. Knowles and Geo. F. Seymour. The members of No. 307 offer hearty congratulations. Our Lodge is in excellent working order, due principally to the able management of our officers. Our worthy Master, F. S. Gates, who has been rusticated in the suburbs of the city for the past two weeks, is with us again, improved in health. Bro. C. A. Chapin, our Financier, is the right man in the right place, and a brother who owes an assessment can not escape him. Bro. Sexton must not by any means escape our notice, as he is the life of our Lodge, and furnishes us all the amusement we are at liberty to enjoy, as the king manipulator of No. 307. In conclusion will remark all the members are endeavoring to prove themselves worthy of our Order.

Fraternally yours,

Eccentric.

JACKSON, MICH., Nov. 12, 1886.

Editors Locomotive Firemen's Magazine:

The harvest field at this point of the compass is yielding in quantity and quality, a class of men not to be surpassed by any other branch of labor in the wide domain of the Wolverine State. "Onward and upward," is our motto. The higher we ascend, the more brilliantly burns our torch, and the rays of its glowing light are seen far and near. Even the statue of Liberty Enlightening the World, on Bedloe's Island, with all her dazzling splendor, fades away like the "twinklin'" star before the noon day sun, on the approach of the great "torch" of the Brotherhood of Locomotive Firemen. Our numbers are increasing rapidly, and every month tells us silently that this good work is going on with all the vim and energy that is possible to acquire. This Brotherhood of Locomotive Firemen's organization cannot be approved of too highly by its members or by those who associate and mingle with its members. The organization is based upon bed-rock principles, and the members of No. 240 intend to uphold them to the letter.

Let us as members of the B. of L. F. walk up-

rightly and just before God and man and prove ourselves worthy of the consideration for which our attainments have qualified us. In fact, Gilbert Lodge is the banner Lodge of Michigan and its members are a class of young men possessed with the essential qualities which constitute true manhood. They are ever willing and ready to lend a helping hand to a needy and worthy brother. Our Master, Bro. Hastings, of the L. S. & M. S. R. R. is serving his third term and has proved himself a Brotherhood man of unstained character, and wields the gavel with alacrity. Bro. Bentley, our worthy Secretary, is a young man of prepossessing appearance, large and well built and well qualified to perform the duties of the office. In fact, Bro. B. is a whole-souled fellow and is quite a lover of the ladies. Bro. Leadner, from Calhoun, is a Brotherhood man from crown to foot. Wherever you meet him you will always recognize in him that very stern and determined look, for which he is so well known. Bro. Kenward is another B. L. F. man who is working earnestly for the cause of labor. Bros. Bisbee, Doremus, Neesley and Saxton are all devoted members of our Order. Bros. Sauley and Mills are our acting chiefs when the Executive is absent. Hoping this will find a place in your columns in the near future as a token of respect from a humble toiler of the scoop and pick. I subscribe myself

Very truly yours, *Dorr.*

CHAPLEAU, ONT., October 20, 1886.

Editors Locomotive Firemen's Magazine:

I suppose you will be surprised to hear from 321, as we are almost as far out of the world as the North Pole. Our Lodge is as yet quite an infant, we have been organized three months and have a membership of fourteen, but our small numbers do not discourage us, as I think we have as much enterprise and zeal in our Lodge as in those of greater numbers. Chapleau is situated about 600 miles west of Montreal and two years ago was only a Hudson Bay Post, but since the C. P. Ry. passes through here it has grown to be a nice little town with a population of 500 and increasing rapidly. The company are finishing their machine and repair shops which cover an area of about four acres. On our passenger trains we have Hinkley engines. Our Worthy Master A. Rathwell is handling the scoop for "Nigger Russel" on engine 278; you might think by the name that Mr. Russel is a black man, but I must say he is the opposite, being one of the whitest men on our division. Bro. W. J. Devlin, our Secretary, is tossing the "diamonds" for Baby Rosebrook on engine 274, which is now in the shop for repair and a new set of springs under the right hand side. There is our Financier, J. McAdam, on engine 277, with Mr. Dally, better known as the light weight champion of Eastern Tennessee; there is Shorty Lamotte on engine 275 with Long Dan Fairburn; they do not match very well but they can get there with the best of them. Next is Bro. Goodreau, on engine 276, with Leon Noel, they have her down so fine she beats Buffalo Bill. Then on our freight trains we have Roger and Kingston engines. Bro. P. McMahon has the pleasure of fixing engine 258. Pete says she steams good but she has too healthy an appetite, but

he thinks she will be all right when they take off the extension smoke box. Bro. Bowles is on the left hand side of engine 257, The North American Thrush; she has not got the wind but has got a good reversing lever. Herbert Gay, our Magazine Agent, is on engine 252, he is a Gay lad and cheek enough for anything. Traffic is very slack and times are very dull at present. We had a great "foot race" yesterday morning which caused considerable excitement and another is expected; if it takes place you will hear from me again.

Claude Patch.

To the Members of the Thirteenth Annual Convention.

While thinking to-night,
Of our Thirteenth Convention,
And the important business
That claimed our attention,
I recall, with much pleasure,
Some of the brothers I met,
And whose wisdom and wit
I shall never forget.

And now, for a short time,
Let me claim your attention,
In order that a few
Of their names I may mention;
Especially Bros. Burns and O'Rourke,
Those giants in debate,
With Leahy, of Philadelphia,
And Rouscup, the great.

And Bro. Tom Motter,
Who always was able
To say, "Worthy Grand Master,
I move to lay on the table."

And Bro. Hayes, of St. Louis,
And McCaffrey, too,
Who thought to scare the cowboys
By just saying "boo."
For Bro. Mc runs an engine,
High up from the ground,
So the cows can't get at him,
In case they come 'round.

And Sutherland, of Creston,
Whose wonderful complaisance
Was particularly noticeable, while
Contemplating McVicker's "Renaissance,"
And Sumner, of Galesburg,
Ah! but what a dude.
But, Arth, pray forgive me,
And don't think I'm rude.

But, do you remember
Room No. three fifty-six;
How S. D. got C. C.
In such a terrible fix?

And there was Lowery, of Salida,
With Potter, of McCook,
And Fulton, of Wymore,
With Robinson, the Crook,
And Bro. Jim Hyndman,
Who came from St. Joe,
A jolly, good fellow,
As all of you know.

Our worthy Grand Officers,
Of them I will say
That they all knew their duty
And did it each day.

And a great many others,
Whose names I could mention,
Who did splendid work
In our Thirteenth Convention
And I hope to be in Atlanta,
So that I may be able
To help take Bro. Motter
From off of the table.

—One of 'Em.

JERSEY CITY, N. J., Nov. 15, 1886.

Editors Locomotive Firemen's Magazine:

Having been a member of Adopted Daughter Lodge No. 3 for the past two years I thought to give you a few items concerning the Order in this section. Our Lodge is in first-class condition, with about 230 members in good standing. Bro. R. K. Thornhill is Master and Bro. Weinbach is Vice, both very efficient officers. Our Secretary, Bro. R. H. Roden is a credit to his office. Bro. Geo. Auchter, our Financier, is second to none in the Order. George was not satisfied with single life, so about four weeks ago he took Miss Carrie Prescott over to New York City and called on Rev. J. R. Thompson, and when they returned, Miss Prescott was Mrs. Auchter. They are now keeping house, and are most comfortably situated, having the best wishes of all. Our worthy Past Master, Bro. E. P. Hutton, is our legal adviser. When the boys on the P. R. R. (this end) want information they invariably call on Bro. Hutton. Our boys on the N. Y. Division of the P. R. R. are all doing well, some seven or eight of them having been promoted within the last month. Bros. Auchter and Copner called on Bro. Maypothor, at the Erie depot, who introduced them to the Superintendent, by whom they were kindly granted passes to Middletown, N. Y., where they went to make payment of the insurance policy of the late Bro. Purdy. The outlook here for the Brotherhood is quite encouraging, and I hope that all our expectations may be fully realized.

Member.

PINE BLUFF, ARK., Oct. 31, 1886.

Editors Locomotive Firemen's Magazine:

This lovely afternoon as I sit idly watching the youth and beauty of our city strolling by, a few thoughts suggest themselves to me, which, if transferred to the pages of our *Magazine*, may be of some interest. I wish to be entertaining to the readers in general, but to firemen in particular. Well we know that he is daily and hourly exposed to danger and death. Many engineers consider their firemen far beneath them in social and mental standing. They forget the days when they served in the same capacity. Should you, reader, be so unfortunate as to be associated in your labors with such a man, bear up patiently, for after long and faithful service, promotion will surely crown your efforts. No matter though your engineer treat you badly, bear in mind that a "soft answer turneth away wrath." There is an eye that watches over the humble fireman in his dirty, greasy and dangerous calling. If there is a class of men that needs more than another to be prepared for death, it is the firemen. His situation is even more perilous than that of the engineer, because he is not in so good a position to watch for danger. Often blinded by the fire, and busy with shoveling coal, he neither feels nor fears danger until the crash is over and the hissing of steam, the crashing of timbers, the groans and wails of injured ones are ringing in his ears, a warning to him to meet his God. Caught in the *debris*, he sees the flames coming nearer and nearer, to claim their victims. Then it is that his thoughts turn homeward, to his wife and children. If by his efforts he has made provision for his dear ones, then he dies like a man, knowing that through his neglect his home

shall not be robbed of the necessities of life. Think, dear brother, that this may one day be your lot, and as I am a fireman, it may be mine. Let us, therefore, make hay while the sun shines; let us be prepared for every emergency, and above all, let us procure for our wives and children the protection they have a right to demand of us. If we do not keep our dues and assessments paid, nobody will have to bear the consequences but ourselves. Be wise and keep all demands promptly paid; then you need have no fears. Brothers, while you prepare your engine for a trip, be sure that you prepare yourselves, also, for it may be your last. Promptness in all our duties, and a strict adherence to the laws of our Brotherhood, cannot fail to implant good habits within us. We will be more useful to society, more faithful and better firemen, more capable of promotion; in short, it will give us such merits as will make themselves recognized by our employers. In conclusion, I will say that the members of No. 163 are doing well and striving to live up to the teachings of the Order. Bro. J. J. Meehan, our Master, is a hard worker in the cause, and the manner in which he presides over the meetings is appreciated by all. Bro. D. B. Rathfon, Secretary, is the right man in the right place. Bro. D. Hope, Financier, is also in the right place, and is a hard worker for the good of the Order. He is working at night, as hostler, but, nevertheless, his books are kept in good order, and he is highly appreciated by all the members, and the way he promenades on Sunday evenings is evidence that he is liked by the fair sex. Well, I will close for this time, as I think I can see the waste basket looming up in the distance. Wishing the Brotherhood abundant success, I am

A Member.

CHICAGO, ILL., NOV., 14, 1886.

To the Brotherhood of Locomotive Firemen:

The writer had the pleasure of participating in the organization of West Branch Lodge, No. 338, of Renovo, Penn. I am more than pleased with the members of the new Lodge. West Branch Lodge is a creditable addition to our Order and is manned by an excellent set of officers, each and every one of them being capable of filling their respective positions. I feel confident that 338 will be considered by our Grand Officers, as one of the first Lodges in the Brotherhood before many "moons." They start out with eleven charter members. There are quite a number of Firemen on the middle division of the Philadelphia & Erie, who will become members of this Lodge. You will probably hear more hereafter from 338.

Yours Fraternally.

R.

SLATER, MO., NOV. 17, 1886.

Editors Locomotive Firemen's Magazine:

In the October issue of the *Magazine* I notice an article from Glenn Ferry, Iowa, signed "Subscriber," in which "A" and "B" have a wager with reference to the kind of flag signals used on the C. & A. R. R. For the information of "A and B" I would say that in 1878 a red flag, with a white centre, was a stop flag, used by bridge and track men. A plain red flag was a slow flag. Now a plain red flag is a stop signal, and a red flag with white centre is a slow signal. "A" is right and "B" loses the wager.

Yours truly,

C. & A.

**Answer to Jas. E. Mulligan's Complaint in the
October Magazine.**

So your room-mate has left you,
From your bunk he has fled:
The bachelor's deserted,
The pretty girl wed.
I confess I can't blame him,
And neither should you,
Who are dying of envy
The same thing to do.

He has shown his good judgment
By seeking a wife,
And making this lady
His partner for life.
His example you'd follow,
If a chance you could get,
And a like invitation
You would not regret.

I am judging you fairly,
By the standard—myself—
I am an old bachelor
Who's laid on the shelf.
I'm tired of my quarters,
My patches and strings,
My buttonless clothing
And similar things.

How nice to be married,
How manly you feel!
When buying your sugar,
Potatoes and meal.
Your coal oil and matches,
Your sausage and steak—
Enough for just two,
Including your mate.

Go to work in the morning,
Your pail nicely filled;
To church every Sunday,
Your shirt white and frilled;
Or the opera at evening,
Your wife by your side,
Your heart almost bursting
With importance and pride.

Don't blame your old partner,
If he gave you the shake.
When you know that he did it
For a pretty girl's sake.
Her eyes were the brightest,
Her heart just as true;
He'll be far more happy
With her than with you.

Go you and do likewise,
Find a mate for your nest;
Leave off with your growling,
Give complaining a rest.
Man to man is deceitful,
And seldom proves true,
But a wife, if well treated,
Will be faithful to you.

With a nice little home,
And a bird for the cage.
Bid adieu to bad habits,
Commence a new page.
Get even with Harry,
Who left you alone,
Change misery for comfort,
Get a wife of your own.

Then ask Harry to see you,
His wife bring along,
Pass a few social hours
With music and song;
Have a talk of old times,
Of the bachelors of yore,
And the reunion so joyful.
The two grown to four.

— East Line.

WEST TORONTO JUNCTION, ONT., October 26, 1886.
Editors Locomotive Firemen's Magazine:

I take pleasure in reporting to you the success of Queen City Lodge No. 282, and of its members, on the "road" and at home. Regarding improvement on the former will state many promotions have been made from the left to the right hand side, and others are anxiously looking forward to promotion. The outlook seems favorable, for "Davy" seems disposed to give the "boys" a show. Relative to home.—Bro. Ritchey is the happy father of a "bouncing boy." Billy bought the cigars like a man, and is "proud as a peacock." Bro. Thomas Bennett has found the lady of his choice, at Carleson Place, and comes west on his wedding tour. The members of No. 282 extend best wishes. Bro. Hyndman, it is rumored, has prospects ahead, although he keeps his mind to himself. Hoping you will give this space in your columns and with best wishes for the success of the Brotherhood, I remain fraternally,
F. A. S.

HOUSTON, TEX., Oct. 11, 1886.

Editors Locomotive Firemen's Magazine:

The members of No. 146, Houston, Texas, deeply sympathize with Bro. Harry Daniels in the loss of his brother, Horace, which occurred on the S. P. R. R., on the night of the 29th of September, by the overturning of his engine, caused by a wash-out. Horace Daniels, deceased, was a member in good standing of B. L. E. Division, No. 179, San Antonio, Tex. One of the largest funerals that ever passed through the streets of San Antonio followed all that was earthly of the late lamented Horace. He leaves a wife and child to mourn his loss. May God, who promised to be a father to the orphan and a husband to the widow, watch over and protect them, is the prayer of a
Friend.

SLATER, MO., Nov. 20, 1886.

Editors Locomotive Firemen's Magazine:

It is with pleasure that I report that West End Lodge No. 18 is prospering finely and doing its share of good work in our noble cause. Bro. W. H. Swan is our Master, and there is no better in the Order. He presides in a dignified manner, and enforces the laws to the letter. Our members all feel very much encouraged after the visit of Grand Master Sargent and Grand Organizer Hannahan, and hope they will call here soon again. We have gone to work with renewed vigor, and the ambition of each member is to place No. 18 in the front rank of Western Lodges. Our boys are all busy, and are presumably on the road to wealth.
Missouri.

MINNEAPOLIS, MINN., Oct. 21, 1886.

Editors Locomotive Firemen's Magazine:

As I never see very much concerning the boys of 82 in the Magazine, I would just like to say a word in their behalf. Bro. Wm. Stover has coupled on to one of the fair ones of Elkhart, Ind. Bro. Stover has the best wishes of all the boys. Bros. Frank, Alexandre, Duncan, McKay, John Taylor and O. R. Craig have been promoted from the left to the right side on the M. & St. L. R. R.

Yours fraternally,

Half Dime.

Personals.

LET her go—McCaffery.

"I HAVE ten cents left."

WE note a sudden rise in steak, at Springfield, Mass.

S. D. WILKINS, of No. 289, has been transferred to the right hand side.

BROS. GAMBLE and Campbell, of 220, and their wives are royal entertainers.

WE have notice of a member of No. 57 who is fond of onions, but he got left at Buffalo.

ELMER CARY, of Erie, Penn., is a B. of L. F. of the first water, and the Brotherhood may be proud of such a member.

WILL Bro. C. E. Amos please give us another exhibition of the fancy step he gave us in the promenade at the West Hotel?

ONE of 31's old time members, Bro. Jacobia, is now running an engine at Downs, Kansas, and says he likes the town first-rate.

CHAS. C. BOWEN, of 220, is a true Brotherhood man in every respect, and looks after the finances of his Lodge with great care.

MAT. ROURKE, of No. 91, has been promoted to switch engine No. 2, and Bro. A. Brown, of same Lodge, has a new comer at his home.

THE members of Adopted Daughter Lodge No. 3, always in the forefront, turned out in full force to assist in the organization of Lodges 333 and 334.

J. J. LYNCH is one of the ablest representatives of our Order in Southern Kansas. In fact, No. 153 is made up entirely of first-class material.

J. D. VOLK, Esq., General Master Mechanic of the Southern Kansas Railway, heartily approves the principles and purposes of our Order.

GEORGE L. CUMMINGS is now Round House Foreman of the Hannibal & St. Joe at the latter place. The boys all say he is the right man in that position.

IF you are on your way to St. Louis telegraph to Murphy, of 21, and Amos, of 109. They will be sure to meet you and give you an old fashioned welcome.

AMONG our very best Lodges we must name W. F. Hynes Lodge No. 48. Its officers are up in all the requirements and the members are a credit to the Order.

G. L. NORTHRUP, Financier of No. 154, does great credit to that position. His books are neat and accurate and his accounts are always open to inspection.

E. R. VOISEN, of No. 205, is a member of both the great Brotherhoods, and honors them both by his membership. He is a Brotherhood man from the ground up.

THE members of West End Lodge No. 18 deserve great credit for the erection of an imposing monument to the memory of the late Bro. G. W. Henderson of said Lodge.

AFTER three and a half years of faithful service, Bro. A. L. Jacobs retires from the office of Financier of Buffalo Lodge No. 12, his resignation taking effect January 1.

GRAND ORGANIZER HANNAHAN reports Island City Lodge No. 69, of Brockville, Ont., in excellent condition. He speaks of the officers especially in terms of the highest praise.

W. C. LATIMER, Master of No. 291, and C. Wilson and Walter Jamison, of the same Lodge, have been promoted to the right hand side, and our correspondent informs us that the boys on the Brooklyn "Wheelbarrow Road" are doing quite well in that respect.

H. BROWNHILL, of No. 33, was married at Altamont, Kansas, October 28. The members of No. 33 unite in wishing him and his fair bride a long and prosperous journey through life.

FRANK NEBERGALL, one of the pioneer members of our Order in Missouri, is still an honored member of No. 54. We are pleased to learn that Frank is on the high road to prosperity and success.

At the home of Bro. and Mrs. J. H. Truesdale, North Springfield, Mo., a Brotherhood man always meets with a cordial welcome. J. H. says that the latch-string hangs on the outside day and night.

CHAS. FLAHRITY, of Vigo Lodge, No. 16, has taken unto himself a blooming bride, and a host of warm friends tender their hearty congratulations. Bro. and Mrs. Flahrity will make Terre Haute their future home.

HARRY KELER has been paying a short visit at El Paso, Tex. He expects soon to take a good position on the Mexican Central, and with that object in view, has started for the City of Mexico. Success to Bro. Keler.

ALBERT STRONG, a popular member of Hercules Lodge No. 63, was wedded to Miss Lilly Davis, of Potosi, Ill., a short time ago. Albert and his bride have many warm friends who wish them all the good things of life.

WM. J. DYNOR and Miss Sarah A. Perce were married at Richmond, Va., October 31. Bro. and Mrs. Dynor will reside at Richmond, and the members of No. 275 heartily wish them happiness and prosperity in their wedded life.

HARRY A. BENNETT, John Evans and H. B. Heiser have met with deserved promotion, and are now running engines on the Philadelphia Division of the P. R. R. They are all worthy members of Columbia Lodge No. 252, at Columbia, Pa.

The attention of every member of our Order is called to the notice regarding "Monthly Dues" in the Grand Lodge Notices in the Firemen's Department. Pay your dues in advance on or before January 1st, or you may lose your insurance.

WE are much pained to learn of the death of the venerable mother of Bro. Wm. Weiler, of Port Morris, N. J., which occurred a short time ago. In the affliction which has fallen upon him, Bro. Weiler has the heartfelt sympathy of our entire fraternity.

WHEN Bro. Thomas, of No. 205, addresses his Lodge, he is listened to with marked consideration. Bro. Thomas speaks from a warm heart and a clear mind, and when he talks he says something. Such men are indispensable to the success of a Lodge.

ANOTHER of our boys has fallen victim to Cupid. Bro. Wm. Wilkinson, of No. 69, and Miss Emma Botsford were united in marriage on October 5. The members of Island City No. 69 congratulate the happy pair, and also return thanks for the cigars.

E. Y. FREEMAN, better known among the boys as "Curious," is now a member of McKean Lodge No. 154. He enjoys an immense popularity in the West and very deservedly so, as he is one of the most active and intelligent members in that section.

A NINE POUND boy arrived at the residence of Bro. M. Hurley, ex-Financier of No. 74, the day before the recent election. Bro. Hurley says the new arrival was just in time to vote, and came to Lodge meeting with a box of cigars under his arm, which told the story.

HURRAH for Jack Dodge! He has been re-elected County Clerk of San Diego County, Cal., by an overwhelming majority, getting nearly all the votes in the district. It is said they are not yet through counting Jack's majority. Jack is still an honored member of No. 90, and we are highly gratified to chronicle his success. His next position will be Secretary of State, and we are not particular if it is made Governor.

THE excellent condition of St. Joseph Lodge No. 43 is a high compliment to the officers in charge and the membership generally. Search the Order with a magnifying glass and you will not find a Lodge with a better record or more substantial material than old 43.

A new boy has arrived at the home of Bro. J. R. Murphy, of Lodge No. 119. Jack has been unable to do anything since but smile and sing that beautiful song entitled, "Rock the cradle, John," and at the same time engage in the interesting occupation of rocking it.

WE are under a thousand obligations to the Railroad Y. M. C. A. of Minneapolis for the cordial reception extended to our Delegates during the Convention. Our members were received and entertained in the most hospitable manner, for all of which they are deeply grateful to this very worthy society.

MANY of our delegates at the late Convention will hail with pleasure the promotion of Bro. M. M. Hinkle, of Columbia Lodge No. 232, who is now manipulating the throttle on the Philadelphia Division of the P. R. R. Bro. Hinkle, as a Brotherhood man, is "all wool and a yard wide." Success to him always.

THE new Lodge recently organized at Renovo, Pa., by Bro. H. W. Rousecup, of Garden City Lodge, who was deputized for that purpose by Grand Organizer Hannahan, promises to be a thorough success. Bro. Rousecup says the men are all active, wide-awake and energetic, and that they will make their mark in the Brotherhood.

CAN Bro. M. D. Anderson, Master of 116, tell us why his fireman, "Shorty, the Dude," always carries an umbrella, and why, when the boys desire his company for the evening, he is always obliged to return the umbrella to the party from whom he borrowed it? The "umbrella racket" is getting old and out of joint and will not work any longer.

THE members of Ellsworth Lodge No. 334, of Philadelphia, were highly honored at their organization by being presented with a handsome Bible by Mr. George W. Childs, the well-known philanthropist. Mr. Childs is the true friend of every movement that has for its object the amelioration of the laboring classes, and we are proud to place his honored name among the patrons of our cause.

THE matrimonial fever seems to have attacked Colonial Lodge. Bro. Bob Findley surprised the boys by bringing home a bride from Panama; then Bro. Billy Le Brocq took a lay off; and a week later Bro. Leon Tardif came to the conclusion it was not best for man to be alone. The Colonial boys congratulate them, wishing them a smooth and prosperous journey through life.

WE must give the credit to Bro. Gilbert McKinley, of Guiding Star Lodge No. 130, for the sly march he stole on the boys. He has been married nearly a year, and even his most intimate friends were not aware of it. Though a little late (through no fault of theirs) his many friends extend their hearty congratulations. You will have to keep a sharper lookout, boys, if you want to smoke wedding cigars.

OUR Grand Organizer says that Bro. Mooney, of No. 43, has got a dog "as big as a steer, but harmless as a kitten." Bro. Mooney prides himself on the watchfulness of that "dork," and, as usual, left him in charge of the premises while the family was away. Bro. Hannahan and some of the boys called at the house, and on their appearance the canine gathered his caudal appendage between his legs and sped through the lot and up the alley like unto a quarter horse. It is suggested that when Bro. Mooney leaves the premises in charge of the dog hereafter, he couple him to the gate post with a switch chain to prevent him from going astray when visitors call.

DURING the month of October Grand Master Sargent visited and held meetings with the following Lodges, viz.: Hand in Hand, No. 2, Providence, R. I.; Adopted Daughter, No. 3, Jersey City, N. J.; Great Eastern, No. 4, Portland, Me.; Washington, No. 13, Jersey City, N. J.; Boston, No. 57, Boston, Mass.; Bay State, No. 73, Worcester, Mass.; Progress, No. 105, Galesburg, Ill.; Just in Time, No. 149, New York, N. Y.; W. A. Foster, No. 216, Fitchburg, Mass.; Acme, No. 228, Scranton, Pa.; Delaware, No. 231, Wilmington, Del.; Elm City, No. 284, New Haven, Conn.; Charter Oak, No. 285, Hartford, Conn.; Hamden, No. 307, Springfield, Mass.; and Mount Penn, No. 317, Reading, Pa. Grand Master Sargent reports the Lodges he visited in excellent condition, and the Brotherhood generally on the upward road throughout the Eastern country.

WE notice by the Columbus papers that Past Grand Master F. W. Arnold has retired from the field of journalism to go into the grocery business with Bro. F. J. Kistler, of No. 9. All the papers contain most flattering notices of Bro. Arnold's services as a journalist, and unite in wishing him success in his new departure. The *Ohio State Journal* says: "Mr. Frank W. Arnold, who has been connected with the local department of this paper for nearly a year, doing most satisfactory and efficient work, has resigned his position, with a view to entering upon other business, for which he has already completed arrangements. Mr. Arnold is a painstaking business man and is deserving of the fullest measure of success in whatever he may undertake. To this end he has the best wishes of all his newspaper associates." The *Magazine* heartily concurs in the sentiments of the *Journal*. Bro. Arnold has the best wishes of all our members in the enterprise he has undertaken. We are of the opinion that Frank and Joe will make a strong combination, and if they do not build up an immense trade, and do a thriving business we will certainly miss our guess.

Amusements.

MINNEAPOLIS, MINN.

WE are pleased to chronicle the great success of the sixth annual ball of Northwestern Lodge No. 82. Following is the report which appeared in the *Globe*, viz.: The sixth annual ball of Northwestern Lodge No. 82, Brotherhood of Locomotive Firemen, was held at Leland rink last evening and was one of the most pleasant affairs of the kind ever held in Minneapolis. There were some 150 couples present, and but for the snow storm this number would have been more than doubled. The stage was lined with colored railroad lanterns, which presented a pleasing effect. Around on the walls were pictures of various locomotives, and especially prominent were the photographs of the members of the Brotherhood of Firemen, which held their annual convention in Minneapolis some time ago. From the ceiling hung ropes of ribbon, and hanging in the centre of the hall was a large United States flag. Clustered around it were flags of other nations and the banners of the different railroad organizations. The music was all that could be desired, and until nearly three o'clock this morning the merry dance went on. Following is the programme:

Grand march, Oiling Around; quadrille, Waiting for Orders; schottische, Out on Time; quadrille waltz, Thirty Miles an Hour; polka, Broken Ball; Lancers, In the Ditch; waltz, Nobody Hurt; quadrille, All Right Again; Newport, Here We Go; quadrille, Montebello. This is too slow; schottische, More Steam; quadrille march, Albert Lea, Thirty Minutes for Supper; Cecilian Circle, Waiting for No. 1; waltz, All Aboard; quadrille, Twenty Minutes Late; schottische, Making Up Time; lancers, Sra-toga, Meet No. 4; polka, Taking It Easy Down Waterville; quadrille, Silver Star, Minneapolis; waltz, ladies' choice, Here's to the Ladies, God Bless 'Em; money music, Good Luck; Newport, Greeting to the E. of L. E.; quadrille, Our Brotherhood; waltz, Hope All Have Enjoyed Themselves; Home, Sweet Home.

A Serious Accident.

A very sad accident occurred to Bro. B. Jones, of Fellowship Lodge, No. 121, which is reported in the *Elmira Sunday Telegram*, as follows:

"Matthias Jones, a married man of twenty-six, residing at Corning, and employed as fireman on the Fall Brook Railway, was probably fatally injured about 10:30 o'clock on the morning of Nov. 6, by the explosion of the breech of an old muzzle-loading shot gun. The unfortunate man is a son of John J. Jones, an employee of the Asylum Hill Cable Railway. Matthias Jones, the man who was injured, arrived in town late last night, and was going to spend a few days with his father. His wife and sixteen months' old baby boy arrived in the city this afternoon on Erie No. 8, according to a prior arrangement, and not until she reached this city was she apprised of her husband's terrible misfortune. About 9 o'clock Jones, accompanied by his two younger brothers, Harry, aged ten, and John, aged sixteen, started out to hunt birds along the bank of the Susquehanna river, which flows in the rear of their father's home. At the hour named Matthias, in whose hands the gun was, sighted a bird. He raised the weapon to his shoulder and pulled the trigger. Immediately there was a loud explosion, and Jones staggered back, bleeding and torn. The breech of the gun had exploded, separating the barrel from the stock. The flying pieces of metal cut a dozen deep gashes about his eyes, nose and forehead. His face was filled with powder, and at first glance he resembled a colored person. The frightened lads hastened for aid, and John Nowlan, an engineer at the Asylum water works, and a man named Melis, hurried to the scene of the accident. With their assistance Jones walked to his father's home, which was but a short distance away. Dr. Cobb was called by telephone. Arriving at the residence of the young man's father he made an examination of the wounds and expressed an opinion that even if Jones lived, he would lose the sight of his right eye and probably the left eye. It is possible, however, that the terrible shock may result in concussion of the brain, in which case his injuries will prove fatal. The gun that did the terrible work is an old-fashioned weapon, and it has been in the Jones family seventy-five years. A few days ago the weapon was taken to a Commercial Avenue gunsmith for repairs. It was taken from the shop this morning, and an examination of the breech showed that it had been weakened by enlarging the hole into which the cap-flue was inserted. At a late hour to-night Jones was resting comfortably, under the influence of opiates."

Bro. Jones is a highly esteemed member of our Order, and it is to be hoped that his injuries are not so serious as reported. His family has the sincere sympathy of all who have heard of the accident.

THE *Minneapolis Tribune* did not have in view the "Lunch Fiend of the Delaware," when it published the following: When the National Convention of the Brotherhood of Locomotive Firemen was in session in this city a peculiarity was noticed about the Delegates that no one as yet has been able to satisfactorily explain. This peculiarity is that all of them are very fond of pie and pudding, and would leave the more staple articles of food untouched if plenty of pie, no matter what kind was set before them. It is not possible that this sudden desire for that baneful article was caused by the healthy, bracing climate of Minnesota, for the Delegates represented every section of the country, and some said that it was the same way wherever the gentlemen went. So far it is one of the unexplained mysteries, but so long as the Firemen continue to be as fine a body of men as those who came to Minneapolis, let them have all the pie they want, even if politics have to be neglected in order to obtain it for them.

Convention Photographs.

The photographs taken by Mr. Cox, at the late Convention, at Minneapolis, can be obtained by addressing him as follows: Samuel P. Cox, Photographer, Minnehaha Falls, Minn.

Anyone desiring photographs of the locomotives that pulled the Convention train into LaCrosse and Minneapolis, can secure them by addressing C. Spetzel, 720 Rose st., North LaCrosse, Wis.

Anniversary Celebration.

Terre Haute Gazette.

Mr. and Mrs. F. P. Sargent entertained a few of their immediate friends at their home on Eagle street on Thursday evening, on the occasion of the fifth anniversary of their marriage and the thirty-seventh birthday of Mr. Sargent. A most delightful evening was spent. Mrs. Sargent, mother of Grand Master Sargent, who resides in Philadelphia, was present and will remain here for a short visit. A number of very elegant presents were made to the host and hostess. A sumptuous repast was served, to which ample justice was done. In all, it was a most pleasant occasion, long to be remembered by those in attendance. Mr. and Mrs. Sargent have made a host of friends during their short residence in this city, and it is to be hoped they may make Terre Haute their permanent home.

Resolutions.

DETROIT, MICH., Oct. 21, 1886.

At a meeting of Standard Lodge No. 158 the following resolutions were adopted:

WHEREAS, Bro. Jos. Nopper has kindly presented our Lodge with an elegant bookcase in which to keep the books and papers of the Lodge, therefore be it

Resolved, That the sincere thanks of this Lodge be extended to Bro. Nopper for his kindness and generosity, and that we assure Bro. Nopper that his interest in the welfare of the Lodge is fully appreciated.

ED. HEIDENRICH.

Secretary.

EL PASO, TEX., Nov. 15, 1886.

At a regular meeting of New Year Lodge, No. 135, held Nov. 9, 1886, the following resolutions were unanimously adopted:

Resolved, That the sincere thanks of this Lodge are due and are hereby extended to our worthy Bro. Harry Keeler, of Fargo Lodge, No. 85, for the able manner in which he presided at our meeting.

Resolved, That we fully appreciate Bro. Keeler's interest in our noble work, and will ever keep it in grateful remembrance.

Resolved, That a copy of these resolutions be spread upon the minutes of this Lodge and a copy be transmitted to our Bro. Keeler, and also sent to our Magazine, for publication.

J. B. MATTHEWS, }

F. E. SMITH, }

J. S. CHERRY, }

Committee.

GALESBURG, ILL., October 7, 1886.

At a regular meeting of Progress Lodge, No. 105, held at their hall Thursday evening, October 7th, the following resolutions were unanimously adopted:

WHEREAS, Many favors have been shown us at our Union Meeting, held at Galesburg, Saturday, October 2nd, therefore be it

Resolved, That the thanks of Progress Lodge, No. 105, be extended to C. F. Resequie, Supt. C. B. & Q. for favors extended on that occasion; to Col. C. E. Carr, Mayor Foote, Rev. A. R. Thain, Hon. N. E. Worthington, M. C. M. J. Dougherty and the Grand Officers of the B. of R. B., for the able addresses delivered at the open session.

Resolved, That our thanks are due and are hereby extended to the Masonic Fraternity for the use of their beautiful hall; to the Y. M. C. A. for the interest manifested in our order, and the welcome extended to us, and also to the public generally, for the large attendance at our public meeting in the evening.

Resolved, That a copy of these resolutions be published in the *Locomotive Firemen's Magazine*, and that a copy of said Magazine be sent to the gentlemen who so kindly helped to make our meeting a success.

T. E. CREEN, }

R. H. LACY, }

A. J. SUMNER, }

WM. HEATH, }

J. C. HERRON, }

Committee.

PORTLAND, ME., Oct. 17, 1886.

At a regular meeting of Great Eastern Lodge, No. 4, B. of L. F., held October 17th, the following resolutions were adopted:

WHEREAS, For the first time in the history of this Lodge it has pleased the Supreme Master to remove from our midst an esteemed and beloved Bro. John M. Stinchfield.

WHEREAS, Bro. Stinchfield was taken from us suddenly and in the prime of life; therefore be it

Resolved, That by the death of Bro. Stinchfield this Lodge loses a valuable member, his sister a loving brother, and his parents an affectionate son.

Resolved, That the members of Great Eastern Lodge, No. 4, extend to his afflicted parents, also to the rest of the family, their sincere and heartfelt sympathy, in their hour of affliction, and we commend them to Him, who alone consoleth and healeth the wounded spirit.

Resolved, That our charter be draped in mourning for the space of thirty days and that a copy of these resolutions be sent to the parents of our deceased brother and to our Magazine, for publication.

A. E. DENNISON,
W. O. SMALL,
F. A. HOFF, } *Committee*,

PHILLIPSBURG, N. J., Nov. 1, 1886.

At a regular meeting of Excelsior Lodge No. 11, held September 12, the following preamble and resolution were adopted:

WHEREAS, It has pleased the Supreme Ruler of the Universe to remove from our midst our most esteemed brother, George P. Dye, who was killed by a railroad accident near Glendon, Sunday, September 5, 1886,

Resolved, That by his death the Brotherhood has lost a warm advocate of its principles, the Lodge an efficient officer and brother whom all were well pleased to meet, his family a dutiful son and brother and his intended bride a noble and kind companion.

Resolved, That we tender the afflicted family, father, mother, brother, sister and bride our heartfelt sympathy in this sad bereavement and recommend them to Him who alone can heal earth's deepest sorrows.

Resolved, That these resolutions be spread upon the minutes of the meeting, copies sent to the bereaved family, to his intended bride, and published in the Easton daily papers; also that a copy be sent to the Firemen's Magazine for publication.

J. W. SINCLAIR,
W. H. FERTIG,
J. ROSEBERRY, } *Committee*.

JACKSON, TENN., October 20, 1886.

At the last regular meeting of Friendly Hand Lodge No. 201, the following resolutions were adopted:

WHEREAS, Death has again invaded our ranks and called from us our worthy brother, L. C. Lashley, who died with consumption on September 25, 1886, therefore be it

Resolved, That in his death we have lost a valuable member, the company a faithful employe and his wife a true husband.

Resolved, That our charter be draped in mourning for the space of thirty days, and that a copy of these resolutions be sent to the Editor of the Magazine for publication and to the widow of the deceased and spread on the minutes of the Lodge.

W. R. RUFFIN,
T. COUGHLIN,
J. D. BLEDSOE, } *Committee*.

KNOXVILLE, TENN., Nov. 2, 1886.

At a meeting of At Last Lodge No. 296, the following resolutions were adopted:

WHEREAS, It has pleased Almighty God, our Supreme Grand Master, to take our worthy and beloved Brother, J. H. Moore from our midst, therefore,

Resolved, That in the death of Brother Moore our Lodge has sustained a loss of one of its brightest and most beloved members, and his parents a dutiful and loving son.

Resolved, That we hereby express to the family of

our deceased brother our tender and heartfelt sympathy in the great bereavement sustained by them.

Resolved, That our chart and charter be draped in mourning for the space of thirty days.

Resolved, That a copy of these resolutions be presented to the bereaved family, also placed upon the records of our Lodge and published in one of the Knoxville daily papers; also, a copy sent to our Magazine for publication.

J. H. CRITTENDEN,
D. B. YEARWOOD,
R. A. MANNING, } *Committee*.

OMAHA, NEB., Oct. 26, 1886.

At a regular meeting of Overland Lodge, No. 123, B. of L. F., the following resolutions were unanimously adopted:

WHEREAS, It has pleased the Almighty Ruler of the universe to remove from our ranks our esteemed Bro. G. M. Jones, who was killed, in a railroad accident, September 15, at Gilmore, Neb.

WHEREAS, This Lodge has lost a faithful member, his wife a beloved husband and his children an affectionate father; be it therefore

Resolved, That this Lodge extend to the bereaved family its heartfelt sympathy, and commend them to the care of Him, who alone can heal the wounded heart.

Resolved, That as a token of respect to our departed brother, we drape our charter in mourning for the space of thirty days, that a copy of these resolutions be spread upon the minutes of the meeting and a copy be presented to the bereaved family and that they be published in our Magazine.

GEO. T. ANDERSON,
WM. H. BAY,
FRANK MCCALL, } *Committee*.

BUFFALO, N. Y., November 15, 1886.

At a regular meeting of Omega Lodge No. 316, the following preamble and resolutions were unanimously adopted:

WHEREAS, We have to record the death of Bro. Ellis, which occurred November 12, of typhoid fever,

Resolved, That by the death of Bro. Ellis the Lodge is deprived of a useful member, and we, as individuals, of an agreeable and esteemed associate, also that his young family suffer an irreparable loss.

Resolved, That we extend to his bereaved family our condolence and heartfelt sympathy in this their time of sorrow, and as a just tribute to the memory of our departed brother, we drape our charter in mourning for the space of thirty days, and that a copy of these resolutions be presented to the bereaved family, also that they be entered on the minutes and a copy forwarded to the Magazine for publication.

T. S. WINSHIP,
HIRAM BROOKS,
OTTO BRUNN, } *Committee*.

WILKESBARRE, PA., Nov. 7 1886.

At a regular meeting of Golden Link Lodge No. 250, Brotherhood of Locomotive Firemen, the following resolutions were adopted:

WHEREAS, It has pleased the Almighty God in His omnipotent power to remove from our midst our late Brother, Z. B. Stevens, who died of consumption after a long and lingering illness, therefore, be it

Resolved, That we tender the members of the bereaved family our most sincere and heartfelt sympathy, knowing full well how inadequate are words to soothe an aching heart, earnestly wishing it were in our power to soften the grief and anguish of the bereaved ones.

Resolved, That we assure the brothers and sisters that he was dearly beloved and highly esteemed by all his comrades, that by his death a vacant chair is left in our midst which will be hard to fill.

Resolved, As a token of respect to our departed brother that our charter be draped in mourning for thirty days and that these resolutions be entered on the minutes of the Lodge and a copy given to the brothers and sisters, also published in our Magazine and in the Wilkesbarre Record.

CHARLES VAN WHY,
B. O. ROBERTS,
G. W. STEVENS, } *Committee*.

SAN FRANCISCO, CAL., Oct. 3, 1886.

At a regular meeting of Golden Gate Lodge, No. 91, the members were taken by surprise, on entering Lodge room, finding on the altar, a beautiful cushion, of black satin, on which was worked a locomotive, and underneath the words "B. of L. F.," and was the gift of Mrs. Wm. Cole. The following resolutions were then adopted:

Resolved, That the members of Golden Gate Lodge, No. 91, extend to Mrs. Wm. Cole their sincere thanks for such a beautiful remembrance and their earnest wish is that the love and respect she bears toward the B. of L. F. may always be the same.

Resolved, That a copy of these resolutions be published in the Magazine and a copy sent to the donor, accompanied with best wishes of Golden Gate Lodge, No. 91.

THOS. D. MANHIRE, } *Committee.*
M. ROURKE,

GARRETT, IND., Nov. 1, 1886.

At a meeting of Garfield Lodge, No. 203, B. of L. F., the following resolutions were adopted:

WHEREAS, The Almighty has, in His infinite wisdom, seen fit to call home our beloved and highly esteemed brother, William A. Reid, who died of typhoid fever, Oct. 13, 1886; therefore be it

Resolved, That while we bow in humble submission to the will of the Most High, we do not the less mourn for our brother, who has been taken from us.

Resolved, That in the death of William A. Reid this Lodge laments the loss of a brother, who was ever ready to proffer the hand of aid or the voice of sympathy to the needy and distressed of the fraternity, an active member of the society whose utmost endeavors were extended for its welfare and prosperity, a friend and companion who was dear to us, of a citizen whose noble life was a standard of emulation to his followers.

Resolved, That the heartfelt sympathy of this Lodge be extended to his relatives in their affliction.

Resolved, That as a token of respect for our worthy brother, our charter be draped in mourning for the space of sixty days.

Resolved, That a vote of thanks be tendered to our worthy Assistant Superintendent, Mr. Coffinberry, for his kindness in running a free special over the B. & O. and W. St. L. & P. Railroads, from Garrett to Auburn and return, for the benefit of the funeral.

W. F. MOUGHLE, } *Committee.*
J. HANAFEE,
W. E. STORRS,

EL PASO, TEXAS, November 16, 1886.

At a regular meeting held by New Year Lodge No. 135, B. of L. F., November 16, 1886, the following preamble and resolutions were unanimously adopted:

WHEREAS, It has pleased the Supreme Master to call from our number and from his field of labor, our beloved brother and friend, Jeremiah Coughlin, in whom our Order has lost a faithful member, the community a good citizen and his mother a dutiful son, therefore be it

Resolved, That while we humbly submit to the power and decree of the Divine Creator, we deeply deplore the loss, and shall ever fondly cherish the memory of our departed brother.

Resolved, That we tender our heartfelt sympathy to the mother of our deceased brother, and commend her to the Grand Master, who doeth all things well, knowing that He can heal all our sorrows and bind the broken heart.

Resolved, That we desire to extend to his mother the friendship and devotion which his life and fidelity won for him in our hearts, while we shall ever cherish a lively recollection of his many virtues.

Resolved, That as a token of respect to the memory of our deceased brother, our charter be draped in mourning for the space of thirty days, and that these resolutions be added to the minutes of this Lodge and a copy be presented to the mother of our deceased brother, and that a copy of same be published in our city papers and in our Magazine.

J. S. CHERRY, } *Committee.*
J. B. MATHIEWS,
F. E. SMITH,

* Grand Lodge *

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen of North America, and will contain all Notices of Assessments and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

DECEMBER, 1886.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., December 1, 1886. }

Assessment Notice.

No. 27-28—\$2.00.

To Subordinate Lodges:

SIRS AND BROTHERS: You are hereby notified of the following deaths and disabilities:

251. H. B. Slade, of Lodge 183, was killed by Railroad Accident, July 18.

252. C. H. Walters, of Lodge 61, was killed by Railroad Accident, September 30.

253. J. M. Stinchfield, of Lodge 4, died of Consumption, October 11.

254. C. E. Lanctot, of Lodge 12, died of Typhoid Fever, October 12.

255. Wm. Reid, of Lodge 203, died of Typhoid Fever, October 13.

256. M. B. Taylor, of Lodge 192, died of Inflammation of Bowels, October 19.

257. E. C. Tracy, of Lodge 230, was declared totally disabled with Consumption, October 21.

258. Clinton Williams, of Lodge 52, died of Typhoid Fever, October 27.

259. J. B. Rust, of Lodge 308, was declared totally disabled with Fracture of Arm and Hip, October 27.

260. J. R. Moore, of Lodge 200, died of Apoplexy, October 29.

261. H. Vandevender, of Lodge 166, was Murdered, November 1.

262. V. Myers, of Lodge 313, died of Typho-Malarial Fever, November 2.

263. H. W. Leeds, of Lodge 57, was killed by Railroad Accident, November 4.

264. A. T. Conkling, of Lodge 12, was declared totally disabled with Chronic Bronchitis, November 5.

265. Geo. F. Ellis, of Lodge 316, died of Typho-Malarial Fever, November 12.

The amount of TWO DOLLARS is due on the above claims from all members whose names were on the rolls of membership November 12, 1886, and must be paid to your Financier on or before January 1, 1887. The Financier is required to forward the above assessment so it will reach the Grand Lodge on or before January 10, 1887. Members failing to make payment as above provided, will stand suspended from all the benefits of the Order during such arrearage, as per Sec. 4, of Art. 5, of the Constitution.

Fraternally yours,

EUGENE V. DEBS, G. S. and T.

Notice to Absent Members.

THOMAS KELLY.

Thomas Kelly, of Custer Lodge No. 191, is requested to correspond with the Financier of his Lodge at once.

GEO. M. HOTES.

Geo. M. Hotes, of Cloud City Lodge No. 196, is hereby requested to correspond with the Financier of his Lodge at once.

CHAS. WELLER.

Chas. Weller, of Minneapolis Lodge No. 270, is requested to correspond with W. L. Higbee, Secretary of his Lodge, at once.

MEMBERS OF NO. 202.

John Moore and J. J. O'Rourke, of Scioto Lodge No. 202, are requested at once to send their address to the Financier of their Lodge.

E. J. HEWARD.

Any one knowing the whereabouts of E. J. Heward will please notify B. E. Heward, Muna Hotel, St. Louis, Mo. When last heard from he was a Los Angeles, Cal., and before that at Peach Springs, Arizona. He is a member of the B. of R. B.

OFFICE OF THE GRAND LODGE, B. OF F.,
TERRE HAUTE, IND., December 1, 1906.

Grand Lodge Notices.

NEW WORKS.

A package containing a supply of new Constitutions, Rituals, and two copies of the Journal of Proceedings of the Thirteenth Annual Convention has been forwarded by express to each Subordinate Lodge. Any failure to receive this package should be promptly reported to the Grand Secretary and Treasurer.

GENERAL CIRCULARS.

General Circular No. 1, to Magazine Agents, and General Circular No. 2, to Officers of Subordinate Lodges, very important, have been mailed to all Lodges. These circulars should be read at two successive regular meetings. Any Lodge having failed to receive them will promptly notify the Grand Secretary and Treasurer.

DELINQUENT LODGES.

The attention of delinquent Lodges is called to the fact that their charters will be revoked by the Grand Lodge unless they adjust their delinquencies prior to the taking effect of the new law, January 1st, 1887. Publication will hereafter be made in the Magazine of all Lodges that are under suspension for non-payment of Assessments or Grand Dues.

SPECIAL MEETINGS.

The Grand Master has arranged for special meetings, as follows:

Buffalo, December 7; Rochester, Dec. 8; Syracuse, Dec. 9; Utica, Dec. 10; Schenectady, Dec. 11; Albany and East Albany, Dec. 12; Brooklyn, Dec. 13; Trenton, Dec. 14; Harrisburg, Dec. 17; Altoona, Dec. 18; Pittsburgh, Dec. 19, and Cincinnati, Dec. 20.

All members in good standing are invited to attend.

MONTHLY DUES.

We desire specially to call the attention of all members to the new law regulating the payment of monthly dues, which takes effect January 1st. Under this law the dues of each member must be paid quarterly in advance. The quarters of the fiscal year extend from August 1st to November 1st, from November 1st to February 1st, from February 1st to May 1st, and from May 1st to August 1st. Each member is therefore required to pay his dues to February 1st on or before January 1st, and thereafter quarterly in advance. Members failing to make payment as above directed will stand suspended from and after January 1st, and can only be reinstated by a vote of the Lodge. Let this notice be heeded by all members who desire the benefits of the Order.

Yours fraternally,

EUGENE V. DEBS,
G. S. and T.

F. P. SARGENT,
G. M.

Reinstatements.

The following reinstatements have been reported for the month of September:

Lodge.	NAMES.	Lodge.	NAMES.
57	G. A. Caulfield.	119	W. F. Cowley.
60	T. McCann.	166	W. Olmstead.
72	T. F. Foulks.	168	E. W. Rang.
76	G. B. Dickenson.	196	J. Ormsby.
78	W. H. Walters.	198	G. W. Weston.
83	E. Carrigan.	298	P. Bellville.

Expulsions.

The following expulsions have been reported for the month of September:

Lodge.	NAMES.	Lodge.	NAMES.
1	W. Layman.	106	J. T. Richmond.
3	W. W. Cole.	113	E. B. Nye.
3	W. Beach.	120	W. H. Olds.
3	W. H. Bell.	123	J. Casey.
8	M. J. Boyle.	123	A. H. Campbell.
12	J. B. Casey.	123	W. Dolan.
12	E. Regan.	127	E. Powers.
12	G. W. Welner.	142	M. B. Youngs.
12	T. Quinn.	142	D. Keefe.
14	J. R. West.	146	Charles Neil.
14	H. Woodward.	149	S. H. Craig.
14	T. Wise.	151	S. Roberts.†
14	J. Mullen.	157	J. Kennedy.
14	C. R. Elliott.	169	D. Lawlor.
15	George Armstrong.	171	F. Miller.
22	F. Shepherd.	172	W. J. Sutherland.
31	J. A. May.	172	J. Higgins.
33	H. S. Carroll.	175	L. L. Burcher.
36	J. R. Conklin.	182	M. Conlin.
44	R. J. Bennett.*	183	F. W. Burt.
44	T. Canty.	184	G. A. Tipton.
44	M. Griffin.	184	J. Smith.
44	S. J. Wallace.	184	M. Murphy.
48	R. Wambacher.†	184	J. H. Kersker.
50	J. Long.	184	C. K. Harvey.
52	J. Ham.	184	W. C. Fess.
52	F. Dudley.	184	C. M. Hufty.*
57	E. J. Blithen.	185	T. B. Davis.
59	G. Asterbury.	191	T. Burke.
65	P. Bresnan.	203	J. Sautmeyer.
68	T. Rooney.	203	E. Darragh.
68	T. McCane.	203	L. J. Gelhausen.
72	J. Wood.†	203	F. L. Elston.
74	J. M. McCarthy.	209	A. Bridge.
82	C. F. Schafer.	212	T. Egan.
83	N. O. Peterson.	223	M. Duke.
83	J. B. Harris.	235	W. J. Carley.
87	George Reid.	235	W. Carney.
91	J. A. Carroll.	243	J. M. Cooksly.†
92	W. Harris.	247	A. B. Barker.
92	E. Belsile.	247	C. Bellare.
92	S. Driscoll.	266	P. O'Donnell.
97	W. H. Wright.	266	M. Cleary.
97	H. Longstaff.	269	C. Moore.†
97	W. H. Hughes.	270	J. N. Clow.
101	E. J. Petrie.	270	J. D. Weaver.
101	J. H. Goodwin.	287	A. T. Rowan.
101	J. B. Goodwin.	284	C. A. Baldwin.‡
101	G. W. Lamb.	291	G. Duryea.
101	J. Maun.	297	W. Shipman.
101	C. W. Seaton.	298	J. McCoullough.
101	E. J. Davis.	298	F. Maher.
104	N. J. Bodkins.	298	J. O. Hamilton.
104	R. M. Munroe.	304	A. G. Price.
104	W. K. Redmond.	305	H. Miller.†
104	J. McCann.	305	O. Kraff.
104	B. Schofield.	318	C. Gray.

* Defrauding Lodge.

† Contempt of Lodge.

‡ Drunkenness.

§ Violating Obligation.

* Defrauding creditors.

All not marked, for non-payment.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., November 1, 1886. }

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS—The following is a statement of the Beneficiary Fund for the month ending October 31, 1886:

RECEIPTS.

Lodge Nos.	Back Assessm't 23.	Assessm't 24.	TOTAL.	Lodge Nos.	Back Assessm't 23.	Assessm't 24.	TOTAL.
1	\$88	\$58	\$50 00	72	\$14	\$94	\$108 00
2	15	19	34 00	73	8	55	63 00
3	46	180	226 00	74	27	85	112 00
4	84	84	101 00	75	50	175	231 00
5	8	4	84 00	76	15	87	102 00
6	44	27	52 00	77	26	65	91 00
7	1	45	58 00	78	4	92	92 00
8	42	49	91 00	79	4	41	45 00
9	49	49	63 00	80	80	89	91 00
10	116	116	121 00	81	8	80	80 00
11	223	90	281 00	82	8	89	182 00
12	58	90	99 00	83	0	55	61 00
13	50	57	167 00	84	8	79	79 00
14	15	113	65 00	85	12	43	45 00
15	12	127	143 00	86	22	48	60 00
16	17	14	31 00	87	2	26	28 00
17	17	36	42 00	88	17	20	37 00
18	32	32	32 00	89	35	35	35 00
19	0	0	0 00	90	9	9	9 00
20	5	27	32 00	91	11	16	27 00
21	7	22	23 00	92	11	9	20 00
22	5	22	27 00	93	6	76	76 00
23	16	18	34 00	94	6	55	61 00
24	17	36	53 00	95	47	56	103 00
25	20	40	60 00	96	4	39	43 00
26	12	64	76 00	97	6	43	49 00
27	22	52	74 00	98			
28	1	73	71 00	99	6	69	75 00
29	40	48	87 00	100	11	20	31 00
30	9	22	31 00	101	66	119	185 00
31	39	28	81 00	102			
32	6	24	30 00	103	17	98	115 00
33	3	56	104	15	23	38	38 00
34	3	10	57 00	106	3	92	96 00
35		61	10 00	108	6	24	27 00
36	14	61	75 00	107	5	50	55 00
37				108	1	26	27 00
38			64 00	109	11	63	74 00
39			63 00	110	1	31	32 00
40	3	76	79 00	111	3	39	42 00
41	8	14	22 00	112	14	26	40 00
42			36 00	113	5	31	36 00
43			79 00	114	10	22	32 00
44			96 00	115	8	32	32 00
45	21	69	73 00	116	8	31	39 00
46	34	23	57 00	117			51 00
47	1	119	120 00	118	10	20	30 00
48	12	68	80 00	119	8	25	33 00
49	34	30	84 00	120	7	77	77 00
50	6	146	152 00	121	21	27	48 00
51	9	44	53 00	122	11	48	59 00
52	5	91	96 00	123	39	54	93 00
53	8	44	52 00	124	10	27	37 00
54	4	67	71 00	125	23	30	53 00
55	16	35	51 00	126	5	17	22 00
56	6	17	23 00	127	24	65	89 00
57	63	194	257 00	128		25	25 00
58	1	5	6 00	129	3	57	60 00
59	31	59	90 00	130		77	77 00
60	17	77	94 00	131	5	23	28 00
61	50	45	104 00	132	15	33	48 00

Beneficiary Statement.—Continued.

Lodge Nos.	Back Assessm'ts.			TOTAL.	Lodge Nos.	Back Assessm'ts.			TOTAL.
	21.	22.	23.			21.	22.	23.	
143	\$19	\$14		\$33 00	222	\$11	\$17	\$28 00	
144	4	28		32 00	223	12	8	20 00	
145	15	19		34 00	224	3	22	25 00	
146	3	22		25 00	225	10	20	30 00	
147	11	22		33 00	226	3	28	31 00	
148	43	134		177 00	227	6	11	17 00	
149	4	40		48 00	228	19	77	176 00	
150	8	43		59 00	229	31	31	31 00	
151	12	47		18 00	230	1	39	60 00	
152	5	13		69 00	231	40	32	72 00	
153	17	52		72 00	232	14	25	39 00	
154	16	56		15 00	233	2	12	14 00	
155	1	15		48 00	234	2	10	12 00	
156	1	47		29 00	235	21	20	41 00	
157	8	21		59 00	236	2	11	13 00	
158	16	43		24 00	237	2	46	48 00	
159	11	13		26 00	238	7	17	24 00	
160	6	20		53 00	239	11	27	38 00	
161	4	49		91 00	240	5	55	55 00	
162	15	17		32 00	241	5	14	37 00	
163	1	42		43 00	242	2	42	44 00	
164	14	28		42 00	243	17	18	35 00	
165	14	30		44 00	244	18	19	68 00	
166	12	25		37 00	245	1	20	37 00	
167	12	88		100 00	246	1	20	21 00	
168	12	30		42 00	247	9	14	23 00	
169	8	15		23 00	248	6	15	26 00	
170	8	56		56 00	249	6	53	21 00	
171	17	38		46 00	250	2	30	55 00	
172	16	94		110 00	251	3	30	33 00	
173	6	34		40 00	252	6	69	69 00	
174	6	34		35 00	253	7	23	34 00	
175	9	36		45 00	254	14	13	20 00	
176	12	42		54 00	255	21	14	35 00	
177	40	26		66 00	256	1	30	30 00	
178	15	20		15 00	257	22	28	28 00	
179	8	21		29 00	258	7	20	27 00	
180	3	66		66 00	259	10	11	26 00	
181	17	17		34 00	260	5	8	21 00	
182	33	10		64 00	261	2	36	38 00	
183	54	28		58 00	262	4	43	43 00	
184	1	57		13 00	263	3	33	33 00	
185	1	35		35 00	264	15	12	27 00	
186	11	16		27 00	265	10	10	20 00	
187	8	31		39 00	266	7	32	39 00	
188	20	32		52 00	267	17	43	60 00	
189	7	49		56 00	268	2	21	21 00	
190	1	27		28 00	269	38	25	25 00	
191	1	31		31 00	270	1	12	13 00	
192	12	15		27 00	271	3	9	12 00	
193	25	25		25 00	272	1	1	3 00	
194	10	12		12 00	273	3	7	8 00	
195	35	33		33 00	274	9	7	32 00	
196	15	41		56 00	275	10	14	24 00	
197	2	10		12 00	276	11	10	27 00	
198	35	33		33 00	277	3	21	24 00	
200	15	41		56 00	278	9	7	32 00	
201	2	10		12 00	279	3	21	24 00	
202	35	33		33 00	280	11	10	27 00	
203	9	31		40 00	281	27	48	76 00	
204	2	10		12 00	282	6	17	23 00	
205	61	5		65 00	283	12	61	73 00	
206	7	65		31 00	284	3	41	44 00	
207	3	28		24 00	285	17	17	17 00	
208	3	36		39 00	286	9	18	37 00	
209	6	48		54 00	287	3	21	24 00	
210	3	23		26 00	288	8	13	21 00	
211	8	12		20 00	289	4	46	50 00	
212	14	30		44 00	290	3	16	19 00	
213	44	44		44 00	291	22	22	22 00	
214	13	49		62 00	292	24	10	34 00	
215	17	15		26 00	293	14	14	14 00	
216	3	43		46 00	294	11	11	25 00	
217	4	50		54 00	295	2	22	24 00	
218	4	35		35 00	296	8	39	47 00	
219					297				
220					298				
221					299				

Beneficiary Statement.—Continued.

Lodge No.	Back Assessm't	Assessm't 22.	Assessm't 24.	TOTAL.	Lodge No.	Back Assessm't	Assessm't 22.	Assessm't 24.	TOTAL.
301		\$19		\$19 00	317	\$1	\$31		\$32 00
302	\$11	22		33 00	318	19	13	\$11	43 00
303		13		13 00	319	1		33	34 00
304	18	19		37 00	320				
305		21		21 00	321		14		14 00
306	3	11		14 00	322	2	15		17 00
307		36		36 00	323		24		24 00
308	1	16		17 00	324		20		20 00
309	8	14		22 00	325		17		17 09
310		16		16 00	326		17		17 00
311					327				
312		19		19 00	328	9	11	17	37 00
313					329	1	11		12 00
314	15	15		30 00	330	1	7		8 00
315	2	22		24 00	331		15		15 00
316	3			25 00					

Balance on hand October 1 \$4,426 56
 Received during month 15,735 00
 Transferred from Special Fund, by order of
 Thirteenth Annual Convention 14,481 00

Total \$34,642 50
 By claims 214, 215, 216, 217, 218, 219, 220, 221,
 222, 223 and 224 \$16,500 00

By donations of Thirteenth Annual Convention, as follows:

Henry Colby \$1,500 00
 Mrs. J. C. Clark 500 00
 Harry Walton 500 00
 Maggie Call 500 00
 Ernest Hutchins 500 00
 John Gustafson 500 00
 Frank Lewis 300 00
 J. Bellaire 300 00
 Thomas Biggans 329 50
 Onoko Lodge, No. 211 237 00

Total \$5,166 50

Total disbursements \$21,666 50

Balance on hand November 1 12,976 00

Respectfully submitted,

EUGENE V. DEBS, G. S. and T.

OFFICE OF THE GRAND LODGE B. OF L. F., }
 TERRE HAUTE, IND., NOV. 15, 1886. }

Special Notice.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS: Your attention is hereby called to the following special notices, viz.:

BACK NUMBERS.

A full set of Magazines for 1877. and one copy of December, 1876, are desired by the Grand Lodge. Any member having these copies and wishing to dispose of them, will please correspond with the Grand Secretary.

UNION MEETINGS.

A union meeting will be held at Columbia, Pa., under the auspices of Columbia Lodge, No. 252, Wednesday, December 15th.

A union meeting will also be held at Scranton, Pa., Sunday, January 16th, 1887, under the auspices of Acme Lodge, No. 228.

There will be a public meeting at each place, and also a closed meeting, for the exemplification of the new work. All members in good standing are invited to attend. Surrounding Lodges are especially requested to be represented. The Grand Officers will be in attendance.

Yours fraternally,

EUGENE V. DEBS,
 G. S. and T.

F. P. SARGENT,
 G. M.

Grand Lodge.

F. P. Sargent Grand Master
 Terre Haute, Indiana.
 J. J. Hannahan Vice Grand Master
 Box 655, Englewood, Ill.
 E. V. Debs Grand Secretary and Treasurer
 Terre Haute, Indiana.
 J. J. Hannahan Grand Organizer and Instructor
 Box 655, Englewood, Ill.

TRUSTEES.

C. W. Gardner Fort Dodge, Iowa
 C. C. Sutherland Creston, Iowa
 L. P. Smith, 292 Fulton St Chicago, Ill.

EXECUTIVE COMMITTEE.

H. Walton, 4080 Spring Garden St.,
 West Philadelphia, Pa.
 W. E. Burns, 122 Newberry Ave Chicago, Ill.
 F. X. Holl, 1301 Second St. So Minneapolis, Minn.
 J. J. Leahy, 2627 Fremont St Philadelphia, Pa.
 W. H. McDonnell, 210 E. Market St Scranton, Pa.

Subordinate Lodges.

- DEER PARK; Port Jervis, N. Y.**
 Meets every Sunday at 2 P. M.
 G. Carner Master
 J. E. Cook, Box 215 Secretary
 C. E. Barkman Financier
- HAND IN HAND; Providence, R. I.**
 Meets 2d Monday of each month.
 G. T. Lowe, 10 Conard St Master
 H. Atwood, 5 Liberty St Secretary
 J. W. Williams, 27 Jefferson St Financier
- ADOPTED DAUGHTER; Jersey City, N. J.**
 Meets 2d and 4th Sundays, Cor. Grove and Fourth Sts.
 R. H. Thornhill, 3 Alexander Row, St.
 Paul Ave Master
 R. H. Roden, 72 Erie St Secretary
 G. Auchter, 205 Third St Financier
- GREAT EASTERN; Portland, Maine.**
 Meet at 53 Temple St., Cor. Congress St., in Congress Hall, 2d and 4th Saturdays at 1 P. M.
 L. G. Shaw, 82 Lincoln St Master
 L. P. Bailey, 26 May St Secretary
 F. A. Hull, 49 Hanover St Financier
- CHARITY; St. Thomas, Ontario.**
 Meets every Tuesday.
 T. Quirk, Box 784 Master
 A. S. Adams, Box 1313 Secretary
 T. L. Hoyt, Box 784 Financier
- PRIDE OF THE WEST; Desoto, Mo.**
 Meets 1st and 3d Mondays at 1 P. M.
 W. J. Edy Master
 F. Parker Secretary
 R. H. Lanhan Financier
- POTOMAC; Washington, D. C.**
 Meets Cor. 13½ and E St. N. W., 1st and 3d Thursdays at 1 P. M. sharp
 J. B. May 477½ F. St. S. W. Master
 W. C. Jasper, 489 Missouri Ave Secretary
 E. B. Hunt, 86 Maryland Ave., Baltimore, Md Financier
- RED RIVER; Denison City, Texas.**
 Meets 1st and 3d Saturdays at 2 P. M. and 2d and 4th Saturdays at 8 P. M. in K. of L. Hall.
 O. Cox Master
 D. T. Reece Secretary
 C. Royce Financier
- FRANKLIN; Columbus, Ohio.**
 Meets 1st Monday and 3d Tuesday at 7:30 P. M.
 W. J. Evans Master
 C. C. Colt, 204 Baird St Secretary
 J. D. Colley, 129 N. 20th St Financier
- FOREST CITY; Cleveland, Ohio.**
 Meet alternate Sunday at 182 Ontario St., at 2 P. M.
 J. Saunders, 361 Harbor St Master
 A. G. Laubscher, Seward St., W. Cleveland Secretary
 F. C. Whitmore, 143 Sterling Ave Financier
- EXCELSIOR; Phillipsburg, N. J.**
 Meets 2d and 4th Sundays at 2 P. M.
 T. F. Ayers Master
 C. W. Vannatta Secretary
 J. W. Sinclair, L. Box 96 Financier

- 12. BUFFALO; Buffalo, N. Y.**
Meets every Tuesday at 8 P. M. at 188 Seneca St.
J. F. Hayes, 368 Seneca St. Master
Wm. J. Bruman, 395 Swan St. Secretary
A. L. Jacobs, 543 S. Division St. Financier
- 13. WASHINGTON; Jersey City, N. J.**
Meet 4th Sunday at 10:30 A. M. in Masonic Hall.
W. W. Snyder, Box 333, Somerville, N. J. Master
F. R. Dekroff, 260 Communipaw Ave. Secretary
C. A. Wilson, 147 Pacific Ave. Financier
- 14. EUREKA; Indianapolis, Ind.**
Meets every Tuesday at 8 P. M. at 34 W. Washington St., fourth floor.
E. Waters, 236 S. West St. Master
J. Sharkey, L. B. & W. Shops Secretary
Wm. Hugo, 79 N. Noble St. Financier
- 15. ST. LAWRENCE; Montreal, Canada.**
Meets alternate Sundays at 2:30 P. M.
E. Upton, 13 Shearer St. Master
G. Kell Secretary
T. A. Dickson, 72 Mullin St. Financier
- 16. VIGO; Terre Haute, Ind.**
Meets 2d and 4th Mondays at 7:30 P. M.
E. V. Debs Master
J. F. O'Reilly, 617 N. 5th St. Secretary
C. A. Bennett, 1004 N. 9th St. Financier
- 17. OLD POST; Vincennes, Ind.**
Meets in K. of P. Hall, every Sunday at 2 P. M.
R. M. Milton Master
C. Walters, Box 260 Secretary
W. H. Carter, O. & M. Shops Financier
- 18. WEST END; Slater, Mo.**
Meets every Saturday at 7:30 P. M.
W. H. Swan, Box 270 Master
C. S. Frazier Secretary
G. W. Michel Financier
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7:30 P. M.
H. M. Johnson Master
W. B. Tanney Secretary
A. R. Arthur Financier
- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:15 P. M.
G. Morse Master
G. C. Wells, Box 117 Secretary
C. H. Laird Financier
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets 2d and 4th Tuesdays at 8 P. M. S. W. cor. Broadway and Carroll Sts.
A. Williams, 1540 Gratiot St. Master
H. Blocker, 1822 Menard St. Secretary
W. A. Murphy, 1500 Poplar St. Financier
- 22. CENTRAL; Urbana, Ill.**
Meet in I. O. O. F. Hall 2d and 4th Sundays.
M. Stillwell, L. Box 78 Master
L. L. Johnson, L. Box 111 Secretary
L. Sullivan, Box 367 Financier
- 23. PHOENIX; Brookfield, Mo.**
Meets 2d and 4th Sundays.
F. Elliott, Box 93 Master
J. S. Ott, Box 381 Secretary
T. H. Williams, Box 87 Financier
- 24. GREAT WESTERN; Parsons, Kansas.**
Meet in I. O. O. F. Hall Wednesdays at 2 P. M.
A. P. Fraker Master
L. D. Harrington, Box 838 Secretary
J. E. Powell Financier
- 25. CONNECTING LINK; Boone, Iowa.**
Meets 1st and 3d Sundays.
T. W. Smith Master
J. P. Ashton Secretary
O. Dougherty Financier
- 26. ALPHA; Baraboo, Wis.**
Meets 2d and 4th Mondays at 7:30 P. M.
S. H. Wood, Box 912 Master
F. Snyder Secretary
A. E. Brown, Box 1067 Financier
- 27. HAWKEYE; Cedar Rapids, Iowa.**
Meets 2d and 4th Sundays.
W. C. Evers, 332 E. Ave. W. Master
S. W. Thorp, 69 2d St. West Secretary
W. Turner, 360 H Ave west Financier
- 28. ELKHORN; North Platte, Neb.**
Meets every Wednesday at 7:30 P. M.
S. J. Crockett Master
H. B. Maxwell Secretary
W. A. Thompson, L. Box 201 Financier
- 29. CHERO GORDO; Mason City, Iowa.**
Meets S. E. cor. 2d and Commercial St.
P. A. Loveland, Box 638 Master
J. Fulton Secretary
A. H. Tucker Financier
- 30. CEDAR VALLEY; Waterloo, Iowa.**
Meet in Black Hawk Hall, Lafayette St. and E. Waterloo, 1st and 3d Sundays at 2 P. M.
J. R. Miller Master
E. T. Gregory Secretary
R. A. Corson, Box 406 Financier
- 31. R. B. CENTRE; Atchison, Kansas.**
Meet cor. 3d and Commercial St., at 2 P. M.
T. E. Jordan, East Atchison, Mo. Master
C. H. Salisbury, 103 N. Liberty St. Secretary
F. W. Pausch, 1001 Commercial St. Financier
- 32. BORDER; Ellis, Kansas.**
J. H. Houston Master
T. McMahon, Box 230 Secretary
G. M. McClure, Box 205 Financier
- 33. SUCCESS; Trenton, Mo.**
Meets 1st and 3d Mondays at 2 P. M. and 2d and 4th Mondays at 7 P. M.
C. J. Snyder Master
R. Suggs Secretary
W. Fckerman Financier
- 34. CLINTON; Clinton, Iowa.**
Meets 1st and 3d Sundays at 2 P. M.
R. Primrose, Box 1146 Master
J. M. Wheeler Secretary
F. A. Kluch, Box 381 Financier
- 35. AMBOY; Amboy, Ill.**
Meets 1st and 3d Sundays at 3 P. M.
C. R. Rosier, Box 494 Master
J. F. Maloney, Box 389 Secretary
J. F. Maloney, Box 359 Financier
- 36. TIPPECANOE; Lafayette, Ind.**
Meets every Sunday at 2 P. M.
C. Ernst, 182 Union St. Master
W. J. Weply, L. & E. W. Shops Secretary
W. H. Willoughby, 29 N. 8d St. Financier
- 37. NEW HOPE; Centralia, Ill.**
Meets 1st and 3d Sundays at 2 P. M., in Engineer's Hall, Broadway bet. Chestnut and Walnut.
J. M. Shepherd, Box 554 Master
W. D. Holton Secretary
C. H. Randall Financier
- 38. AVON; Stratford, Ontario.**
Meets in A. O. F. Hall 1st and 3d Sundays at 2 P. M.
S. J. McKowen, Box 318 Master
J. T. Burke, Box 318 Secretary
G. Nursey, Box 318 Financier
- 39. TWIN CITY; Rock Island, Ill.**
Meets 2d and 4th Sundays at 2 P. M. in Engineer's Hall.
C. H. Church, C. R. I. & P. Round House, Master
G. J. M. Colburn, Box 113 Secretary
G. J. M. Colburn, Box 113 Financier
- 40. BLOOMING; Bloomington, Ill.**
Meets 910 W. Chestnut St., every Tuesday evening, at 7:30 P. M.
E. Browling, 714 1/2 W. Washington St. Master
W. Cavanaugh, 902 N. Lee St. Secretary
W. Cavanaugh, 902 N. Lee St. Financier
- 41. ONWARD; Dickinson, Dakota.**
Meets every Sunday at 7:30 P. M.
O. Dowskey Master
W. F. Cunningham, L. Box 215 Secretary
E. E. Hagan Financier
- 42. ELMO; Madison, Wis.**
Meets 2d and 4th Sundays.
M. O'Loughlin, 607 W. Dayton St. Master
J. Parish, Clymer St. Secretary
W. D. Scampton, 911 W. Johnson St. Financier

- 43. ST. JOSEPH; St. Joseph, Mo.**
Meets 2d and 4th Saturday evenings.
J. E. Shortell, 705 So. 10th St. Master
E. R. Patterson, Southwest Corner 10th
and Mitchell Sts. Secretary
J. Hyndman, 2216 S. 6th St. Financier
- 44. F. W. ARNOLD; East St. Louis, Ill.**
Meets in Jacklesch Hall alternate Tuesdays, 7:30
P. M.
J. T. Sullivan, Box 116 Master
T. J. Hayes Secretary
J. Bisson, L. Box 38 Financier
- 45. ROSE CITY; Little Rock, Ark.**
Meets every Monday at 7:30 P. M.
W. N. Horton, 1704 W. 3d St. Master
H. H. Burrus, 1223 W. 4th St. Secretary
T. A. Howell, 1704 W. 3d St. Financier
- 46. CAPITAL; Springfield, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
C. W. Glyson, 1200 S. 4th St. Master
F. Pratt, E. Washington St. Secretary
J. Shafer, 820 S. 8th St. Financier
- 47. TRIUMPHANT; Chicago, Ill.**
Meet N. W. Cor. LaSalle and Adams St., Hall C,
1st Sunday at 2 P. M. and 3d Saturday at 7:30
P. M.
T. A. Deegan, Box 58, Brighton Park, Ill. Master
L. Zunkel, 109 Johnson St. Secretary
E. J. McGuirk, 3 E. Washington St. Financier
- 48. W. F. HYNES; Peoria, Ill.**
Meet at 105 S. Adams St. 1st and 3d Sundays at 2
P. M.
W. Baugh, T. P. & W. Engine House Master
W. A. McMillan, 343 New St. Secretary
G. C. Watt, 617 1st St. Financier
- 49. J. M. RAYMOND; Decatur, Ill.**
Meet Cor. R. R. Ave. and Eldorado St. every Sun-
day at 3 P. M.
C. E. Walker, 1330 E. William St. Master
E. Higgins, 1261 E. Eldorado St. Secretary
L. Miesse, 1021 E. Eldorado St. Financier
- 50. GARDEN CITY; Chicago, Ill.**
Meet Cor. 7th and State Sts. 1st and 3d Satur-
days at 8 P. M.
H. W. Rouscup, 5458 School St. Master
J. J. Coffey, 4142 Wentworth Ave. Secretary
T. P. Adams, 4603 Dearborn St. Financier
- 51. FRISCO; North Springfield, Mo.**
Meets 2d and 4th Saturdays at 7:30 P. M. in Ma-
sonic Hall.
E. A. Bush, Box 291 Master
M. Gaffney Secretary
G. E. Dillard, Box 264 Financier
- 52. GOOD WILL; Logansport, Ind.**
Meet Cor. 12th and Spear Sts. Sundays at 2 P. M.
A. Swadner Master
F. P. Jackson, L. Box 626 Secretary
E. H. Laing, L. Box 626 Financier
- 53. EMPORIA; Emporia, Kansas.**
Meets 1st and 3d Sundays at 2:30 P. M., in A. O.
U. W. Hall.
J. Turnpaugh Master
W. Gilpin, Box 1426 Secretary
J. Gallagher, Box 1172 Financier
- 54. ANCHOR; Moberly, Mo.**
Meet in Supplies' Hall every Tuesday at 7:30 P. M.
W. P. Carlisle, Box 402 Master
L. T. Burton, Box 785 Secretary
R. A. Blades, L. Box 1474 Financier
- 55. BLUFF CITY; Memphis, Tenn.**
Meet 2d and 4th Thursday nights Cor. 2d and
Adams Sts.
J. Sellers, L. & N. Shops Master
J. Wagner, L. & N. Shops Secretary
W. A. Ashley, L. & N. Shops Financier
- 56. BANNER; Stanberry, Mo.**
Meets every Saturday at 7 P. M.
M. Turnham, Box 212 Master
W. E. Genung Secretary
W. B. Baldwin, L. Box 400 Financier
- 57. BOSTON; Boston, Mass.**
Meets 1st and 3d Sundays at 10 A. M.
F. A. Bushnell, N. Y. & N. E. Round
House, S. Boston, Mass. Master
R. P. Jones, 187 Summer St., E. Boston, Secretary
A. W. Spurr, 76 Hammond St. Financier
- 58. SACRAMENTO; Rocklin, Cal.**
Meet every Sunday at 2 P. M. in Masonic Hall.
L. G. Jeardeau Master
J. P. Clark, Box 68 Secretary
G. W. Culver Financier
- 59. ROYAL GORGE; South Pueblo, Colo.**
Meets every Monday night.
M. M. Zumbum Master
M. N. Lines Secretary
C. S. Walker Financier
- 60. UNITED; Philadelphia, Pa.**
Meet at 2201 Marshall St. alternate Sundays at
9:30 A. M.
F. L. McGill, 2132 Thouran St. Master
J. A. Minges, 1714 W. Front St. Secretary
J. Sheperd, 2510 Alder St. Financier
- 61. MINNEHANA; St. Paul, Minn.**
Meets 2d and 4th Sundays at 3 P. M.
C. Buckley Master
E. W. McFarland, 725 Edgerton St. Secretary
P. Corrigan, 985 Rice St. Financier
- 62. VANBERGEN; Carbondale, Pa.**
Meet at Odd Fellows' Hall, Cor. Church and Raf-
erty Sts., 2d and 4th Sundays at 3 P. M.
D. Wilson Master
A. W. Banks Secretary
O. E. Histed, L. Box 855 Financier
- 63. HERCULES; Danville, Ill.**
Meets 1st and 4th Sundays and 2d Friday, in Gid-
ding's hall, 24 E. Main st.
M. Brown, Vandercook, Ill. Master
S. Smith, Box 772 Secretary
M. Brown, Vandercook, Ill. Financier
- 64. SIOUX; Sioux City, Iowa.**
Meets cor 4th and Douglas Sts 2d and 4th Sundays.
G. M. Martin, Box 298 Master
Jos. Coyle, Box 466 Secretary
G. M. Martin, Box 298 Financier
- 65. FORT RIDGELY; Waseca, Minn.**
Meets 1st and 3d Sundays at Engineer's Hall.
M. English, Box 174 Master
H. H. Richardson Secretary
J. Debar Financier
- 66. CHALLENGE; Belleville, Ontario.**
Meet 2d and 4th Sundays at 2:30 P. M. at 223 Sta-
tion St.
R. Milne Master
C. Spry, G. T. Ry Secretary
J. Logue, Box 10, Bellville Sta., Ontario, Financier
- 67. DOMINION; Toronto, Canada.**
Meet in Occident Hall 1st and 3d Sundays at 2:30
P. M.
J. W. Lamb, 10 Maud St. Master
S. Vaughan, 228 Wellington St. Secretary
J. Pratt, 73 Huron St. Financier
- 68. EAU CLAIRE; Altoona, Wis.**
Meets 2d and 4th Sundays at 2 P. M.
J. L. Hafer, Altoona, Wis. Master
C. H. Dexter, Box 43, Altoona, Wis. Secretary
J. B. Hurley, Box 141, Altoona, Wis. Financier
- 69. ISLAND CITY; Brockville, Ontario.**
Meet alternate Thursdays at 7:30 P. M. King St.,
over Barnes' Dry Goods Store.
W. H. Parsley Master
W. Strong Secretary
J. J. Beehler Financier
- 70. LONE STAR; Longview, Texas.**
Meet every Saturday at 2 P. M. in I. O. O. F. Hall.
J. Crowley, Box 411 Master
O. P. Cuberly, Box 411 Secretary
J. H. Doan, Box 411 Financier
- 71. SUSQUEHANNA; Oneonta, N. Y.**
Meet 2d and 4th Sundays at 7 P. M. at B. of L. E.
Hall.
C. C. Bunker, Box 672 Master
J. E. Ryan, Box 637 Secretary
P. Stillwell, Box 656 Financier

- 72. WELCOME; Camden, N. J.**
Meets 1st and 3d Sundays at 2 P. M.
W. Wiggins, 45 Cooper St. Master
H. Harris, 446 Henry St. Secretary
J. Gibbs, Collinswood, N. J. Financier
- 73. BAY STATE; Worcester, Mass.**
Meets 2d and 4th Sundays at 1 P. M.
J. Crawford, 6 Salem St. Master
E. Cudworth, 43 Cutter St. Secretary
G. F. Newton, 6 Riley St. Financier
- 74. KANSAS CITY; Kansas City, Mo.**
Meet at 1215 N. 9th St. alternate Mondays at 7:30
D. McDonnell, 1114 W 20th St. Master
Wm. Piercey, 1354 Liberty St. Secretary
L. F. Stephens, Cor. 8th and Woodland
Ave. Financier
- 75. ENTERPRISE; Philadelphia, Pa.**
Meet N. E. Cor. 38th and Market Sts. alternate
Sundays at 1 P. M.
J. F. Mohn, 126 N 32d St., W. Philadelphia. Master
H. Walton, 4080 Spring Garden St. Secretary
F. Dupell, 3621 Aspen St. Financier
- 76. NEW ERA; Barnesville, Minn.**
Meets 2d and 4th Sundays at 2 P. M.
J. Myler Master
G. L. Lovelace Secretary
J. C. Nolan, L. Box 235, Breckenridge,
Minn Financier
- 77. ROCKY MOUNTAIN; Denver, Colo.**
Meets every Thursday at 7:30 P. M., in B. of L. F.
Hall, 375 Larimer St.
C. L. Heller, 230 27th St. Master
W. F. Brundage, 292½ Larimer St. Secretary
O. W. Richardson, Box 2472 Financier
- 78. GOLDEN EAGLE; Sedalia, Mo.**
Meets every Saturday at 7:30 P. M. at 909 E. 3d St.
M. Dolan Master
T. E. Myers, 1022 E 4th St. Secretary
W. W. Wiley, 255 E. Saline St. Financier
- 79. J. M. DODGE; Roodhouse, Ill.**
Meet in B. of L. E. Hall 2d and 4th Sundays and
1st and 3d Mondays.
N. E. Pember Master
W. E. S. Gibson, Box 1134 Secretary
J. Hyndman Financier
- 80. SELF HELP; Aurora, Ill.**
Meets over Nos. 8 and 10 Broadway.
W. B. Ritter, Flagg St. Master
D. C. Wood, 58 N. Anderson St. Secretary
G. Goding, Box 252 Financier
- 81. PINE CITY; Brainerd, Minn.**
Meets 2d and 4th Sundays at 2 P. M., in I. O. O. F.
hall, 6th st So.
H. Barnes, Box 1305 Master
W. J. Balu, Box 1856 Secretary
W. F. Ripson, Box 1827 Financier
- 82. NORTHWESTERN; Minneapolis, Minn.**
Meet Cor. Nicollet Ave. and 3d St. 1st Saturday at
7:30 P. M. and 3d Sunday at 2 P. M.
F. X. Holl, 1301 2d St. So. Master
W. T. Nichel, 1819 3d Ave. N. Secretary
W. E. Richmond, 820 N. Girard Ave. Financier
- 83. TRINITY; Fort Worth, Texas.**
Meets every Friday at 8 P. M.
J. G. Nash, L. Box 408 Master
P. J. Kitson, Box 408 Secretary
I. M. Dean, Box 406 Financier
- 84. CALHOUN; Battle Creek, Mich.**
Meets 1st Monday at 7:30 P. M. and 2d and 4th
Sundays at 2:30 P. M. in Engineers' Hall.
G. Kelley Master
D. Coughlin, Box 717 Secretary
T. W. Taylor, 38 Irving St. Financier
- 85. FARGO; Fargo, Dakota.**
Meet Cor. Robert and Second Aves. 2d and 4th
Sundays at 2 P. M.
E. Jamison, L. Box 553 Master
R. Roggeveen, L. Box 1026 Secretary
A. Bassett, Box 1796 Financier
- 86. BLACK HILLS; Laramie City, Wyoming.**
Meet at 7:30 P. M. Friday evening in K. L. Hall.
F. E. Roffee, Box 136 Master
S. N. Ware, L. Box 465 Secretary
J. W. Costin, Box 165 Financier
- 87. SUMMIT; Rawlins, Wyoming.**
Meet at I. O. O. F. Hall 1st and 3d Wednesdays at
7:30 P. M.
J. A. Measures Master
J. Doherty Secretary
G. Jordan Financier
- 88. MORNING STAR; Evanston, Wyoming.**
Meets every Sunday at 2:30 P. M. in I. O. O. F. Hall.
A. Payne, Box 109 Master
H. N. Bodine Secretary
H. Honn Financier
- 89. SILVER STATE; Carlin, Nevada.**
Meets Tuesday evenings in Firemen and Engr's hall
Wm. T. Capell Master
Wm. TenEyck Secretary
B. F. Rondebush Financier
- 90. SAN DIEGO; National City, Cal.**
Meets 2d and 4th Sundays in Drango's Hall at 2
P. M.
R. V. Dodge, Box 317, San Diego Master
M. M. Dodge, Box 317, San Diego Secretary
M. L. Cole, National City, Cal. Financier
- 91. GOLDEN GATE; San Francisco, Cal.**
Meets 1st Sunday at 7 P. M. and 3d Sunday at 11
A. M., Cor. Valentine and 16th Sts.
J. Hewitt, S. P. R. R. Shops Master
W. G. Bradshaw, 2951 16th St. Secretary
W. G. Bradshaw, 2951 16th St. Financier
- 92. FRONTIER CITY; Owatogo, N. Y.**
Meets 2d and 4th Sundays at 2 P. M., in Ontario &
Western Passenger Depot.
M. Murphy, N. Y. O. & W. Depot Master
M. H. Counsell, N. Y. O. & W. Depot Secretary
S. C. Forsyth, 166 W. Utica St. Financier
- 93. GATE CITY; Keokuk, Iowa.**
Meets 2d and 4th Sundays at 2 P. M., in Horn's
hall, Cor. 8th and Main sts.
G. Waddle, 507 Main St. Master
F. Scherer, 1227 Fulton St. Secretary
J. J. Lucey, Box 295 Financier
- 94. CACTUS; Tucson, Arizona.**
Meet Cor. Pennington and Tool Ave. 1st and 3d
Tuesdays at 7 P. M.
O. L. Brown, Box 218 Master
A. W. McQueen, Box 218 Secretary
J. J. Lucey, Box 218 Financier
- 95. CHICAGO; Chicago, Ill.**
Meet 1st Tuesday and 3d Friday at 7:30 P. M. and
1st Sunday at 9:30 A. M. at 237 Milwaukee Ave.
C. B. Johnson, 192 Halsted St. Master
O. Olson, 124 N. Green St. Secretary
E. W. Wallbaum, 390 Larrabee St. Financier
- 96. ALEXIA; Wellsville, Ohio.**
Meets 1st and 3d Sundays in Engineer's hall,
Main St., bet. 12th and 13th sts.
J. A. Workman, Box 273 Master
W. S. Hamilton, Box 266 Secretary
I. Cable, Box 686 Financier
- 97. ORANGE GROVE; Los Angeles, Cal.**
Meets the 1st, 10th and 20th at 2 P. M.
J. B. Moser, Box 72 Master
E. E. Ballon, Box 72 Secretary
F. C. Bishop, Box 72 Financier
- 98. PERSEVERANCE; Terrace, Utah.**
Meets every Tuesday.
F. J. Coker Master
E. J. Turner Secretary
E. P. Hastings Financier
- 99. ROCHESTER; Rochester, N. Y.**
Meets 2d and 4th Wednesdays at 8 P. M.
O. A. Hambert, 6 Fairmont St. Master
E. E. Fryer, 21 First Ave. Secretary
G. Kingsley, 22 Upton Park Financier
- 100. ADAIR; Bowling Green, Ky.**
Meets every Monday at 2 P. M.
P. J. Burke Master
W. H. Hawkins Secretary
J. H. Fenwick Financier

- 101. ADVANCE; Creston, Iowa.**
Meets every Monday at 7:30 P. M., in Firemen's Hall, 222 N. Pine st.
T. H. Miller, Box 385 Master
F. A. Neely, Box 478 Secretary
J. F. Bryan, L. Box 319 Financier
- 102. CONFIDENCE; East Des Moines, Iowa.**
Meets alternate Sundays at 2 P. M., S. E. cor. Sycamore and Sixth St.
H. S. Hammer, Box 118 Master
B. F. Broskie, Graffe House Secretary
F. S. Payne, 610 S. E. 7th St Financier
- 103. FALLS CITY, Louisville, Ky.**
Meet every Thursday at 2 P. M. at Colgan's Hall.
H. Blume, 1000 Tenth St Master
C. H. Rae, 1242 Twelfth St Secretary
J. J. Lawson, 1329 Madison St Financier
- 104. "OLD KENTUCK;" Ludlow, Ky.**
Meet at I. O. O. F. Hall 1st and 3d Thursdays at 7 P. M.
J. E. Doran, 117, Freeman avenue, Cincinnati, Ohio Master
H. G. Christinger, Box 76 Secretary
M. J. Connelly, Box 3 Financier
- 105. PROGRESS; Galesburg, Ill.**
Meets 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M. in Engineers' Hall, N. side Main St.
R. H. Lacey, 249 E. Berrian St Master
W. Heath, 425 E. Main St Secretary
S. D. Lowe, 917 So. Kellogg Financier
- 106. KEY CITY; Dubuque, Iowa.**
Meets over M. M.'s Office 2d and 4th Sundays at 2 P. M.
E. J. Cummings, 1871 Washington St Master
D. W. Mason, 420 High St Secretary
J. P. Sandry, 162 High St Financier
- 107. ECLIPSE; Gallon, Ohio.**
Meets every Thursday at 7:30 P. M. in B. L. E. Hall, cor. W. Main St. and Public Square.
J. T. Mitchell Master
E. W. Armor, Box 701 Secretary
J. A. Farnworth, Box 283 Financier
- 108. PIONEER; Chama, New Mexico.**
Meet in D. & R. G. Passenger Depot every Wednesday at 7:30 P. M.
H. Berndt, Box 17 Master
W. Gordon, Box 20 Secretary
J. C. McCabe, Box 8 Financier
- 109. PEACE; St. Louis, Mo.**
Meets 2d and 4th Fridays at 7:30 P. M.
C. E. Amos, 2316 Mullamphy St Master
W. M. White, 710 S. Broadway Secretary
J. L. Pate, 3117 Rutger St Financier
- 110. OLD GUARD; Bucyrus, Ohio.**
Meet every 2d and 4th Sundays at 2 P. M. in Engineer's Hall, Cor. Sandusky and Mansfield St.
J. R. Gordon, L. Box 235 Master
S. Hurr, Box 114 Secretary
E. Stauffer Financier
- 111. BEACON; Mattoon, Ill.**
Meets in B. L. E. Hall every Tuesdays at 7:30 P. M.
R. W. O'Brien, Box 45 Master
M. J. Heffernan Secretary
C. J. Singleton, Box 50 Financier
- 112. EVENING STAR; Mt. Vernon, Ill.**
Meet 1st and 3d Sundays at 6:30 P. M. in Masonic Hall.
S. R. Wild Master
J. C. Branham Secretary
J. C. Branham Financier
- 113. CLARK-KIMBALL; Eagle Rock, Idaho.**
Meets every Thursday at 7:30 P. M. in Engineer's Hall.
W. J. Ingling, Box 41 Master
O. R. Goodale, Box 41 Secretary
T. Moore, Box 41 Financier
- 114. MAGIC CITY; Cheyenne, Wyoming.**
Meets every Wednesday at 8 P. M.
J. A. Maxwell, Box 130 Master
J. B. Lilly Secretary
W. S. McGuire, Box 408 Financier
- 115. GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays.
H. L. Briggs, 564 E. Church St Master
J. Killean, Post Office St, near 38th Secretary
W. Powell, Northeast Corner 39th St. and Broadway Financier
- 116. ST. CLAIR; Fort Gratiot, Mich.**
Meets 1st and 3d Sundays.
M. D. Anderson Master
W. Dingwall, Box 600, Port Huron, Mich. Secretary
O. Blodgett Financier
- 117. BEAVER; London, Ontario.**
Meets 2d Sunday at 2:30 P. M. and 4th Wednesday at 7:30 P. M.
R. Hornsby, 146 Clarence St Master
E. Chapman, 151 Clarence St Secretary
S. T. Fletcher, 221 Maitland St Financier
- 118. STAR OF THE EAST; Richmond, Quebec.**
Meets in Pierson's Hall Wednesdays at 7:30 P. M.
S. D. House Master
J. A. Pearson, Richmond Station Secretary
J. Damant, Richmond Station Financier
- 119. COLONIAL; Rivar du Loup, Quebec.**
Meets every Wednesday at 8 P. M.
G. Findlay, Hadlow Cove, S. Quebec Master
L. D. Poulin, I. C. Ry. Station Secretary
W. Carmichael, I. C. Ry. Sta Financier
- 120. FORTUNE; Syracuse, N. Y.**
Meet every Tuesday at 7:30 P. M. in C. M. B. A. Hall.
E. F. McNulty, 2 Wall St Master
W. B. Church, 2 Grace St Secretary
L. G. Rousson, 58 Gertrude St Financier
- 121. FELLOWSHIP; Corning, N. Y.**
Meet 1st and 3d Sundays at 3 P. M. in K. of H. Hall
J. L. Krebs Master
F. E. Hamner Secretary
G. R. Quick, L. Box 232 Financier
- 122. H. B. STONE; Beardstown, Ill.**
Meets every Tuesday evening at 7:30, on Main street, over Eberwein's grocery store.
D. A. Sherman, Box 148 Master
H. Henson, Box 307 Secretary
J. W. Flickwir, Box 71 Financier
- 123. OVERLAND; Omaha, Neb.**
Meets every Wednesday at 7 P. M.
L. H. Winslow, 315 N. 14th St Master
C. D. Sperry, 1116 S. 6th St Secretary
James B. Fair, 912 So 12th St Financier
- 124. PILOT; Perry, Iowa.**
Meets 2d and 4th Sundays.
H. Draper Master
T. Quinn, Box 585 Secretary
H. A. Draper Financier
- 125. GUIDE; Marshalltown, Iowa.**
Meets 2d and 4th Sundays at 1:30 P. M.
J. M. Speers Master
F. G. Stewart Secretary
M. Kelleher Financier
- 126. COMET; Austin, Minn.**
Meet at 102 Main St. 2d and 4th Sundays at 3 P. M.
E. Ames Master
F. A. Fairbanks Secretary
A. Olson Financier
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets 1st Wednesday and 3d Sunday.
J. Wellington, 104 Alexander St Master
J. Barnes, 181 Ross St Secretary
J. G. Jonah, 226 McWilliams St Financier
- 128. LANDMARK; Glendive, Montana.**
Meets 1st and 3d Sundays at 2 P. M.
J. W. Clayton, Box 55 Master
D. Sinclair, Box 55 Secretary
S. E. Burns, Box 55 Financier
- 129. MINERAL KING; Escanaba, Mich.**
Meet 2d and 4th Sundays at 2 P. M. in B. of L. E. Hall.
R. E. Gorham, Box 422 Master
T. Faulkes Secretary
J. S. Rogers, Box 601 Financier

- 130. GUIDING STAR; Milwaukee, Wis.**
Meets 2d and 4th Sundays at 2 P. M. in Engineers' hall.
C. S. McAuliff, West Milwaukee Master
G. C. Thomas, 398 Florida St Secretary
H. L. Nichols, 342 VanBuren St Financier
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meet in Redfield's Hall 2d and 4th Sundays at 2:30 P. M. and 1st and 3d Fridays at 7 P. M.
M. J. Moore, Menasha, Wis Master
W. D. Gotz Secretary
W. S. Collins Financier
- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meet in Howell's Hall, Broadway, Depot Block, 1st and 3d Sundays at 2:30 P. M.
J. H. Howell, Box 7 Master
L. V. Roberts, Box 818 Secretary
W. J. Coleman, Box 7 Financier
- 133. SPRAGUE; Sprague, Washington Ty.**
Meets in A. O. U. W. hall 2d and 4th Sundays at 2 P. M.
J. Bruce Master
W. G. Houghton Secretary
C. Rose Financier
- 134. EASTMAN; Farnham, Quebec.**
Meets 2d Mondays at 8 P. M. and 4th Sundays at 9 P. M.
H. E. Rodgers Master
H. E. Cowan Secretary
E. W. Gibson, Farnham, Que Financier
- 135. NEW YEAR; El Paso, Texas.**
Meet in B. of L. F. Hall every Tuesday at 7 P. M.
H. S. Sheeler, L. Box 184 Master
F. E. Smith, L. Box 184 Secretary
C. McArthur, L. Box 184 Financier
- 136. J. SCOTT; Port Hope, Ontario.**
Meet north side Wilton St., two doors west of Mechanic Institute, alternate Sundays at 2 P. M.
T. A. Pratt, Box 106 Master
G. Pratt, Box 106 Secretary
T. G. Dayman, Box 106 Financier
- 137. PROTECTION; Eldon, Iowa.**
Meets 2d and 4th Sundays at 2:30 P. M. in K. P. hall.
A. L. Brighton Master
J. T. Hull, Box 196 Secretary
A. Shunterman Financier
- 138. UNION; Freeport, Ill.**
Meet in A. O. V. F. Hall 2d and 4th Sundays at 2 P. M.
W. Brubaker, Box 641 Master
S. Shaughnessy, Box 1489 Secretary
W. G. Powell Financier
- 139. MT. WHITNEY; Tulare, Cal.**
Meets every Sunday at 2 P. M.
H. E. Treadwell Master
S. M. Storer Secretary
G. W. Carter Financier
- 140. MOUNT OURAY; Salida, Colo.**
Meets every Monday at 7:30 P. M. in Masonic Hall.
R. S. Chiun, L. Box 599 Master
J. L. West, Box 39 Secretary
C. Warman, L. Box 599 Financier
- 141. A. G. PORTER; Fort Wayne, Ind.**
Meet at 140 Calhoun St. every Wednesday at 7:30 P. M.
C. M. Lewis, 94 Davison St Master
R. E. Kelley, 108 W. 3d St Secretary
J. J. Fox, 21 Hamilton St Financier
- 142. C. R. WHIPPLE; Toledo, Ohio.**
Meets 1st and 3d Sundays and 2d Wednesday, over 315 Broadway.
J. M. Gorman, 40 Middle St. Master
L. H. Heeman, 130 Segur Ave Secretary
G. W. Nesper, 420 Broadway Financier
- 143. E. C. FELLOWS; West Oakland, Cal.**
Meets in Odd Fellows' hall, cor. 11th and Franklin sts., Oakland, Cal., 2d and 4th Wednesdays.
John Harrigan, 831 Campbell St Master
J. W. Littlejohn, Berkeley Alameda, Co. California Secretary
F. B. Hall, 1011 Pine St Financier
- 144. SUGAR LOAF; Campbellton, New Brunswick.**
Meets 1st Saturday at 8 P. M. and 3d Sunday at 1 P. M. in Patterson's Hall, I. C. R. Depot.
J. Devereaux Master
E. Kean Secretary
W. Bastin, Box 459 Financier
- 145. DAVY CROCKETT; San Antonio, Texas.**
Meet in K. P. Hall every Thursday at 2 P. M.
J. Sullivan, 1110 Ave. D Master
J. S. Doan, 517 Ave. B Secretary
H. M. Brown, 818 Ave. D Financier
- 146. BAYOU CITY; Houston, Texas.**
L. McAuliff, 52 Houston Ave Master
H. H. Daniels, T. & N. O. Shops Secretary
M. D. Homan, 27 Providence St Financier
- 147. MIDLAND; Temple, Texas.**
Meet in K. P. Hall every Sunday at 3 P. M.
J. M. Russ Master
J. Welsh Secretary
P. E. Corcoran Financier
- 148. SUNNY SOUTH; Tyler, Texas.**
Meets every Friday at 7:30 P. M.
R. Voss Master
M. Hogan Secretary
J. McGough, Box 1342 Financier
- 149. JUST IN TIME; New York, N. Y.**
Meets 2d and 4th Saturdays at 8 P. M., at 143 East 59th street.
F. C. Donigan, 170 Clinton St Master
E. C. Prescott, 171 Court St, Brooklyn, N. Y. Secretary
S. Loasby, 2424 8th Ave Financier
- 150. S. M. STEVENS; Marquette, Mich.**
Meets 2d and 4th Sundays at 2 P. M., cor. Washington and 3d sts.
L. L. Hood, L. Box 217 Master
J. Loftus Secretary
A. Ellstrom, Box 112 Financier
- 151. MAPLE LEAF; Hamilton, Ontario.**
Meet Cor. James and King William Sts. 1st and 3d Sundays at 2:30 P. M.
W. Broughton, 18 Inchbury St. So Master
W. Hunter, 24 Merrick St Secretary
J. Mills, 98 Stracuan St. E. Financier
- 152. DUNLAP; Wells, Minn.**
Meets every Sunday at 3 P. M.
C. Ellingson, Box 60 Master
L. Trusdale Secretary
W. A. Searles Financier
- 153. H. C. LORD; Fort Scott, Kansas.**
Meets in I. O. O. F. Hall on Scott ave 1st and 3d Sundays at 3 P. M.
J. Haggert Master
J. J. Lynch Secretary
H. L. Wright, Box 89 Financier
- 154. McKEEN; Ottawa, Kansas.**
Meet in K. P. Hall on 2d and 4th Sundays at 2 P. M.
J. L. Stewart Master
W. L. Miller, Box 432 Secretary
G. L. Northrup Financier
- 155. TEXAS BELLE; Greenville, Texas.**
Meets every Friday at 7:30 P. M.
J. W. Corn, L. Box 164 Master
E. H. Sims, L. Box 164 Secretary
L. Ryan, L. Box 92 Financier
- 156. NECHES; Palestine, Texas.**
Meets every Saturday at 7:30 P. M.
H. M. Jones, Box 256 Master
E. J. Lowe Secretary
E. Wilcox, Box 256 Financier
- 157. ECHO; Peru, Ind.**
Meets every Sunday at 7 P. M. over Geves' Drug store, Broadway.
S. McFarland Master
H. P. Matthews Secretary
Thos. H. Wade, Box 336 Financier
- 158. STANDARD; Detroit, Mich.**
Meets 2d and 4th Sundays at 2:30 P. M., at No. 47 Monroe ave., up stairs.
T. Broughton, 432 Mullett St Master
E. Heidenrich, 124 Hastings St Secretary
J. Nopper, Adrian, Mich Financier

- 159. W. H. THOMAS; Nashville, Tenn.**
Meets every Saturday at 7:30 P. M., cor. Union and Summer sts.
J. Dwyer, Cor. McLemore and Cedar Sts. Master
E. P. Bishop, 69 S. Union St. Secretary
E. P. Bishop, Jr., 60 S. Union St. Financier
- 160. C. J. HEPBURN; Evansville, Ind.**
Meets 2d and 4th Sundays at 2 P. M.
W. J. Torrance, 413 William St. Master
W. Winder, 1206 Walnut St. Secretary
A. J. Warner, 710 Upper 5th St. Financier
- 161. HERALD; Burlington, Iowa.**
A. L. Crew, 318 South St. Master
C. E. Turner, C. B. & Q. round house. Secretary
J. D. Hawksworth, 2003 Madison St. Financier
- 162. PROSPECT; Elkhart, Ind.**
Meets 5th Main St. 1st Sunday at 2 P. M. and every Wednesday at 7 P. M.
C. E. Wear. Master
W. Primley. Secretary
P. A. Hamilton. Financier
- 163. ETNA; Pine Bluff, Ark.**
Meets every Friday at 7 P. M., in Masonic Hall.
J. J. Meehan, L. Box 56. Master
D. B. Rathfon. Secretary
D. Hope, L. Box 56. Financier
- 164. EEL RIVER; Butler, Ind.**
Meets in I. O. O. F. Hall, on Broadway.
A. J. Laughran, Box 120. Master
W. H. Weber, Box 324. Secretary
J. Derek, Box 202. Financier
- 165. ROBERT ANDREWS; Andrews, Ind.**
Meets every Sunday at 2 P. M.
H. Hines. Master
W. H. Dally. Secretary
W. H. Willets. Financier
- 166. WM. HUGO; Huntington, Ind.**
J. R. Dickinson, Box 682. Master
C. Butler, Box 651. Secretary
C. E. Wyman, Box 499. Financier
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meet at I. O. O. F. Hall every Monday at 7 P. M.
J. Nickle. Master
J. C. Christian. Secretary
G. M. Thompson. Financier
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets 1st and 3d Sundays and 2d and 4th Mondays at 7:30 P. M.
C. W. Greene, Box 355, Portage City, Wis. Master
G. Hiscox, 713 Caledonia St. Secretary
W. Karch, Box 354, Portage City, Wis. Financier
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets at Washington Hall, Arcade Building, Broad St.
D. F. Potter. Master
J. E. Beach, Box 910. Secretary
A. H. Spencer, Box 1025, Hornellsville, N. Y. Financier
- 170. PRAIRIE; Huron, Dakota.**
Meets 2d and 4th Sundays at 3 P. M.
J. Marn. Master
L. L. Neibling. Secretary
C. H. Bonesteel. Financier
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets 2d and 4th Thursdays.
F. Geddes. Master
T. Fitzgerald, 237 Campbell Road, Richmond, Halifax. Secretary
F. M. White. Financier
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays at 2 P. M. in Manchester Block.
A. Maynes, 200 Bridge St. Master
J. G. Armstrong, Richmond Road. Secretary
T. W. Turner, Rochester P. O. Financier
- 173. PACIFIC; Winslow, Arizona.**
Meets every Sunday evening.
J. E. Richter. Master
H. Helde. Secretary
R. C. Brockie. Financier

- 174. HARRISBURG; Harrisburg, Pa.**
Meet at 305 Broad St. 2d and 4th Sundays at 1 P. M.
R. J. Seltz, 1616 Ridge Road. Master
H. O. Mottet, 1737 Ridge Road. Secretary
H. McNeal, 1208 Sixth St. Financier
- 175. TAYLOR; Newark, Ohio.**
Meet every Wednesday at 7:30 P. M. in Crane's Hall.
F. M. Howard. Master
J. Adkins, Box C. Secretary
J. Adkins, Box C. Financier
- 176. MAIN LINE; Clinton, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
A. G. Turlay, Box 41. Master
C. H. Potter, Box 41. Secretary
W. F. Gorman, Box 295. Financier
- 177. SUNSET; Marshall, Texas.**
Meets every Thursday at 7 P. M.
W. Kane, Box 184. Master
G. M. Lovett, Box 184. Secretary
W. F. Gunn, Box 184. Financier
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets over Desert National Bank, cor. 1st and Main Sts., every Monday at 7:30 P. M.
J. C. Duntun, Box 586. Master
E. Shinn, D. & R. G. W. Shops. Secretary
P. T. Tibbs, 146 S. 3d W. St. Financier
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. P. hall, 2d and 4th Sundays at 3 P. M.
Jas. Robinson, 730 N. 10th St. Master
J. E. Gardner, Corner 9th and U St. Secretary
L. Ream, L. Box 709. Financier
- 180. THREE STATES; Cairo, Ill.**
Meets every Sundays at 2:30 P. M.
M. S. Egan. Master
Jno. Grundy. Secretary
C. Hewitt, C. V. & C. E. R. Financier
- 181. WELLINGTON; Palmerston, Ontario.**
Meets 1st and 3d Sundays at 2 P. M.
J. McHutt. Master
D. J. Nicoll. Secretary
Jas. Nicholson. Financier
- 182. GOOD INTENT; Erie, Pa.**
Meets 1st and 3d Tuesdays, in Firemen's Hall, Pearl St.
T. F. Judge, 18 Hickory st. Master
G. W. Welsh, 402 W 17th St. Secretary
G. W. Miller, 137 W. 19th St. Financier
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets every Tuesday at 1:30 P. M., in Engineer's Hall.
J. M. Gaines, Box 152. Master
C. R. Bosworth, Box 157. Secretary
E. B. Hall, Box 250. Financier
- 184. LIMA; Lima, Ohio.**
Meet at 1 P. M. 2d and 4th Sundays, in Fitz' Block Third Floor.
P. A. Branson, Box 808. Master
W. J. Dunn. Secretary
B. Meyers, Box 358. Financier
- 185. FIDELITY; Delphos, Ohio.**
Meets every Sunday at 2 P. M.
Sam Welch. Master
A. E. Roebuck. Secretary
J. H. Kuhns. Financier
- 186. CHAMBERLIN; Chicago, Ill.**
Meets in Walther's hall, 3834 State St., 1st and 3d Sundays at 2 P. M.
G. A. Updegraff, 3211 Hanover st. Master
W. H. Smith, 4228 Wentworth Ave. Secretary
G. H. Mitchell, 2245 Wentworth Ave. Financier
- 187. LITTLE GIANT; Charleston, Ill.**
Meets 1st and 3d Sundays at 2:30 P. M.
L. H. Linn, Box 402. Master
H. Douglas. Secretary
C. L. Pugh. Financier
- 188. S. S. MERRILL; Chicago, Ill.**
Meet 786 W. Lake St. 2d and 4th Sundays at 2:30 P. M.
J. K. Doherty, 156 Northwestern Ave. Master
E. P. Tobias, 975 W. Lake St. Secretary
H. Price, 1019 A Fulton St. Financier

- 189. BALDWIN; Ft. Howard, Wis.**
Meet in Nau's Block, Green Bay, Wis., every Sunday at 3 P. M.
Chas. Sharkey Master
R. H. Thompson Secretary
H. C. Bennett, L. Box 67 Financier
- 190. FERGUSON; Mitchell, Dakota.**
Meets 1st and 3d Sundays.
W. M. Smith Master
W. S. Crandell, Box 84 Secretary
D. C. Lewis Financier
- 191. CUSTER; Livingston, Montana.**
Meets every Wednesday at 7 P. M.
J. S. Foley, L. Box 16 Master
W. O'Neill Secretary
H. K. Mayhew, Box 16 Financier
- 192. MT. TACOMA; New Tacoma, Washington Ty.**
Meets 2d and 4th Sundays.
C. W. Tullis Master
A. R. Rhea Secretary
F. H. Andrews Financier
- 193. J. B. MAYNARD; Albina, Oregon.**
Meets 2d and 4th Sundays at 2:30 P. M.
D. J. Byrns, Box 287, East Portland, Oregon. Master
H. W. Ingalls Secretary
H. W. Hall, Box 287, East Portland, Oregon Financier
- 194. BONANZA; Missoula, Montana.**
Meets 1st and 3d Sundays.
T. P. O'Rourke Master
C. H. Marsh Secretary
C. Ireland Financier
- 195. RE-ECHO; Shoshone, Idaho.**
Meets in Stevens' Hall, corner Rail and Walnut sts., every Thursday, at 7:30 P. M.
D. M. Hill, Box 98 Master
C. R. Gosar, Box 55 Secretary
F. W. Weishaar, Box 55 Financier
- 196. CLOUD CITY; Leadville, Colo.**
Meet in Haven & Beman's Block every Friday at 7:30 P. M.
E. G. Haskins, Box 330 Master
H. A. Huddleston, Box 330 Secretary
D. Rice, Box 330 Financier
- 197. RIVERSIDE; Savanna, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
P. J. Donoyan Master
F. Myers Secretary
C. Latham, Box 446, Savanna, Ill. Financier
- 198. MAPLE CITY; Norwalk, Ohio.**
Meets in K. P. Hall 1st and 3d Sundays at 2 P. M.
T. H. Sheppard Master
J. E. Houghton Secretary
E. E. Bishop Financier
- 199. MAHONING; Youngstown, Ohio.**
J. Reynolds Master
J. B. Mawby Secretary
C. Stauffer Financier
- 200. GREAT SOUTHERN; Meridian, Miss.**
Meets on Front St., every Monday at 7:30 A. M.
D. McBee Master
L. H. Stanton Secretary
R. E. Stack, Box 463 Financier
- 201. FRIENDLY HAND; Jackson, Tenn.**
Meets 1st Wednesday and 3d Thursday at 7 P. M.
T. G. Emmons Master
D. W. Shea Secretary
J. D. Bledsoe Financier
- 202. SCIOTO; Chillicothe, Ohio.**
Meets 1st Sunday afternoon and 3d Monday eve.
E. Baslin, Box 1231 Master
A. E. Maunsell, Box 1231 Secretary
S. A. Barker, Box 1231 Financier
- 203. GARFIELD; Garrett, Ind.**
Meets every Friday at 7 P. M.
W. F. Moughler, Box 244 Master
W. A. Ried Secretary
W. E. Storrs Financier
- 204. MONTEZUMA; Las Vegas, New Mexico.**
Meets every Thursday at 7:30 P. M.
S. A. Smith, Box 49 Master
J. C. Sharp, Box 49, East Las Vegas Secretary
J. C. Sharp, Box 49, East Las Vegas Financier
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets 2d and 4th Sundays in A. O. U. W. hall.
G. Atherton, 53 So. Kline St. Master
W. L. Johnson, 45 Adams St. Secretary
J. R. Musselman, 79 Chandler St. Financier
- 206. BLACK DIAMOND; Conneaut, Ohio.**
Meets 1st and 3d Wednesdays at 7 P. M.
T. J. Farrell, North Springfield, Pa. Master
A. R. Tyler Secretary
O. E. Work Financier
- 207. LOYAL; Meadville, Pa.**
Meets 2d and 4th Wednesdays.
T. S. Taylor Master
W. B. Delo Secretary
F. A. Law Financier
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in Doran's Block, Main st., alternate Tuesdays and Saturdays.
C. A. Allen Master
J. J. Lannan, Box 131 Secretary
C. Anderson, Box 337 Financier
- 209. SARATOGA; Whitehall, N. Y.**
Meet in Arked Building.
T. Dorcal Master
L. J. Lortie Secretary
W. R. Combs Financier
- 210. 18-K; Schenectady, N. Y.**
Meets 1st and 3d Mondays at 7:30 P. M.
J. E. VanVranken, Box 497 Master
W. Goggins, Box 497 Secretary
T. Smith, Box 497 Financier
- 211. ONOKO; South Easton, Pa.**
Meets 1st and 3d Sundays at 2 P. M.
G. Zehnder, 21 13th St., Easton Master
S. F. Milheim, 436 Center St. Secretary
A. J. Micklely, 725 Berwick St. Financier
- 212. EMPIRE; Watertown, N. Y.**
Meets 2d Monday at 7 P. M. and 4th Sunday at 2 P. M., in Good Templar's Hall, Public Square.
C. T. West, 55 Prospect St. Master
T. H. Lynch, 52 Stone St. Secretary
T. H. Lynch, 52 Stone St. Financier
- 213. WEST SHORE; Frankfort, N. Y.**
Meet every Monday at 7:30 P. M. in Upton Hall.
R. G. Gifford, 21 Gatchel st., E. Buffalo Master
J. Zollner, E. Syracuse Secretary
M. E. Stafford, 282 Burnett Ave, E. Syracuse Financier
- 214. ORIOLE; Baltimore, Md.**
Meets 2d and 4th Sundays at 2 P. M. at 75 Lindeu Ave.
G. L. Wilson, 1423 Maryland Ave. Master
B. E. Wilhelm, 50 John St. Secretary
J. W. D. Bowen, 315 E. Biddle St. Financier
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in Engineers' Hall, 2d and 4th Sundays.
I. J. Wauffe, 148 East St., Greenbush, Rensselaer County, Albany P. O., N. Y. Master
J. W. Reed, 92 Second St. Secretary
F. P. Brooksby, 59 Washington St., Greenbush, N. Y. Financier
- 216. W. A. FOSTER; Fitchburg, Mass.**
Meets 2d and 4th Sundays at 2:30 P. M., at 129 Main street.
W. E. Taylor, 20 South St. Master
H. C. Cleveland, 20 Cross St. Secretary
W. H. Swiherton, 41 Winter St. Financier
- 217. DERRICK; Oil City, Pa.**
Meets 2d Tuesday and 4th Wednesday, in G. A. R. hall, Center st.
J. A. Kennedy, Box 157 Master
J. Jefferson, Box 520 Secretary
F. Sleeper, Box 94 Financier
- 218. TWO RIVERS; Pittsburgh, Pa.**
Meet 2d and 4th Sundays at 2 P. M. at 102 4th Ave.
E. C. Anderson, P. & L. E. Shops Master
W. Mock, Cor. Bertha and Sycamore Sts. Secretary
W. B. Davis, Wyoming St., 32d Ward Financier
- 219. SMOKY CITY; Allegheny, Pa.**
Meet every Friday at 7:30 P. M. Cor. Bidwell and Pennsylvania Ave.
R. Beeson, 271 Franklin St. Master
W. A. Walker, 215 Bidwell St. Secretary
C. A. Snyder, Alliance, O Financier

220. PROVIDENT; Sunbury, Pa.

Meets in Cooper's Hall, 1st and 3d Sundays at 1 P. M.

H. Buck Master
E. R. Bright Secretary
C. C. Bowen, 1123 Wallace St., Harrisburg, Pa. Financier

221. HURON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.

J. Cain, L. Box 60 Master
H. J. Carruthers, L. Box 60 Secretary
E. Everett, Box A Financier

222. WEBSTER; Fort Dodge, Iowa.

Meets 1st and 3d Sundays at 2 P. M.

C. W. Gardner, Box 738 Master
F. Crockett Financier
O. E. Adams Secretary

223. ASHLAND; Lexington, Ky.

Meets in I. O. O. F. Hall 1st and 3d Thursdays at 7:30 P. M.

H. M. Chandler, C. & O. R. R. Shops Master
G. F. Little, Box 389, Paris, Ky. Secretary
J. H. Cavins, 46 Drake St. Financier

224. T. C. BOORN; St. Cloud, Minn.

Meets 2d and 4th Sundays at 3 P. M. at Masonic Hall.

E. E. Nutting Master
A. Vogel, Box 367 Secretary
A. Vogel, Box 367 Financier

225. SUPERIOR; Fort William, Ontario.

Meets 1st Monday at 8 P. M. and 2d Tuesday at 3 P. M.

T. L. Drummond Neebring, Ont. Master
H. Poole, Neebring, Ont. Secretary
T. L. Drummond, Neebring P. O., Ont. Financier

226. MAGNOLIA; Corsicana, Texas.

Meets 2d and 4th Sundays at 1:30 P. M., Cor. Col- lin and Hardy streets.

L. C. Overhiser Master
W. M. Nicol, L. Box 230 Secretary
W. M. Nicol, L. Box 230 Financier

227. MAGNET; Binghampton, N. Y.

Meets 1st and 3d Sunday afternoons and 2d and 4th Thursday evenings in Stearns' Hall, North Chenango St.

F. W. Parsons Master
W. W. Stonier, 69 Eldridge St. Secretary
W. A. Wrigley, 23 Doubleday St. Financier

228. ACME; Scranton, Pa.

Meets 1st and 3d Sundays at 2 P. M.

S. M. Travis, 716 Adams Ave. Master
S. M. Travis, 331 Penn Ave. Secretary
J. O. Bayley, 613 E. Market St. Financier

229. RICKARD; Utica, N. Y.

Meets at 2 P. M. 2d and 4th Sundays at Post Bacon Hall.

E. D. Russell, 124 Bleecker st. Master
A. C. Sieboth, 53 Rutger st. Secretary
A. E. Pense, 76 Main st. Financier

230. ALBANY CITY; Albany, N. Y.

Meets 1st, 3d and 5th Mondays at 7:30 P. M. at 206 Washington Ave.

G. W. Gilkerson, 38 Knox St. Master
G. M. Jeffers, 36 Ontario St. Secretary
G. M. Jeffers, 36 Ontario St. Financier

231. DELAWARE; Wilmington, Delaware.

Meets 1st and 3d Sundays 2 P. M. at 501 Market St.

W. Maguire, 609 Poplar St. Master
J. B. Cash, 3218 Haverford Ave, Philadelphia, Pa. Secretary
F. D. Mount, 507 E. 5th St. Financier

232. LUCKY THOUGHT; Middletown, N. Y.

Meets 2d and 4th Sundays at 1 P. M. and 3d Friday at 7 P. M.

F. Pollison Master
W. H. Tidaback Secretary
H. McEwen, Box 1431 Financier

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in No. 3 Engine Room, Cor Main and Foundry Sts.

G. W. Anderson Master
F. Probert Secretary
R. H. Coggan Financier

234. NORTH BAY; North Bay, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M., in B. of L. F. hall, Main St.

J. Fallon, 146 Main St. Master
W. J. Thurlow, 119 Main St. Secretary
H. G. Reid, Victoria Ave. Financier

235. THREE BROTHERS; Pittsburgh, Pa.

Meet Cor. 28th St. and Penn Ave. every Sunday at 2 P. M.

J. B. Barney, 9 Mayflower St., East Pitts- burgh, Pa. Master
J. W. Walker, 2803 Penn Ave. Secretary
R. O. Ferren, 2903 Penn Ave. Financier

236. HINTON; Hinton, West Virginia.

Meets 2d and 4th Saturdays at 7:30 P. M.

J. Forline Master
W. A. Callahan Secretary
J. R. Nutty, Box 156 Financier

237. CENTRAL PARK; Central Park, Ill.

Meets in Tilden School House 1st and 3d Sundays at 10 A. M.

B. Denn Master
M. J. O. L. Kennedy Secretary
T. Chew Financier

238. PLAIN CITY; Paducah, Ky.

Meets every Wednesday at 7:30 P. M.

L. Robertson Master
W. Brust Secretary
H. C. Kehlman Financier

239. BUCKEYE; Delaware, Ohio.

Meets cor. Sandusky and Central Ave. 2d and 4th Sundays at 1 P. M.

F. L. Volk, Box 782 Master
A. R. Edington, Box 534 Secretary
D. Lentz, Box 534 Financier

240. GILBERT; Jackson, Mich.

Meets every alternate Sunday at 2 P. M.

G. Hastings, Cor. Orange and Grove Sts. Master
J. Bentley, 422 Cooper St. Secretary
A. Suley, 307 Trall St. Financier

241. MOUNTAIN CITY; Hazleton, Pa.

Meet in Liberty Hall 2d and 4th Sundays at 1:30 P. M.

J. Barager Master
D. J. McAnley Secretary
P. C. Hazlett, Box 300 Financier

242. WHEATON; Elmira, N. Y.

Meet at Ry. Y. N. & C. A. Building 1st and 3d Sun- days at 2 P. M.

E. S. Smith, Southport, N. Y. Master
E. B. Dietrick, Bly House Secretary
J. H. Bartholomew, 108 Ferris St. Financier

243. J. H. SELBY; Bonham, Texas.

Meet in Odd Fellows' Hall every Sunday at 7 P. M.

J. L. Ison Master
W. F. Rowe Secretary
E. Harvey Financier

244. T. P. O'BROURKE; Chicago, Ill.

Meet at 490 South Union St. 1st Tuesday at 8 P. M. and 3d Sunday at 2:30 P. M.

C. Naylor, 97 Stewart Ave. Master
J. B. F. Good, 1172 Fillmore St. Secretary
N. E. Nare, 19 O'Brien St. Financier

245. GEORGIA; Savannah, Ga.

Meet Cor. Whitaker and Broughton Sts. every Thursday at 7:30 P. M.

J. W. Hooks, 117½ Bernard st. Master
A. Hutton, 117½ Barnard St. Secretary
W. L. Ward, Cor. Tatnall and Hunting- ton Sts. Financier

246. MACON; Macon, Ga.

Meets on 1st, 10th and 20th at 7:30 P. M. over M. & W. Freight House.

W. T. Roughton, 345 Fourth St. Master
J. H. Strickland, 345 Fourth St. Secretary
N. S. Outler, 20 and 28 E. Alabama St., Atlanta, Ga. Financier

247. KENNESAW; Atlanta, Ga.

Meets every Sunday at 2 P. M.

H. F. Waters, 316 Whitehall St. Master
B. H. Childs, E., T. V. & G. R. R. Shops. Secretary
J. M. Baird, W. & A. R. R. Shops Financier

- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets 1st and 3d Sundays at G. A. R. hall
E. N. Packard Master
C. S. Ellinwood Secretary
C. E. Hollis, Box 287 Financier
- 249. CALUMET; South Chicago, Ill.**
Meets 2d and 4th Sundays at 7:30 P. M.
O. J. Austin, Judd, Cook County, Ill. Master
J. O. Mason, Judd, Cook County, Ill. Secretary
L. McKee, Judd, Cook County, Ill. Financier
- 250. GOLDEN LINK; Wilkes Barre, Pa.**
Meets 1st and 3d Sundays at 2 P. M., at Mechanic's Hall.
R. H. Digzory, Kingston, Pa. Master
F. O'Donnell, Ashley, Pa. Secretary
J. C. Ruhf, Ashley, Pa. Financier
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets 1st and 3d Sundays at 2 P. M. at Oak Hall, Broad street.
J. F. Meyers Master
L. Wildoner Secretary
C. Roberts, Box 275 Financier
- 252. COLUMBIA; Columbia, Pa.**
Meet in Fendrich's Hall 2d and 4th Sundays at 1 P. M.
S. H. Musser Master
H. G. Klugh Secretary
M. M. Hinkle Financier
- 253. TRENTON; Trenton, N. J.**
Meet 24 E. State St. 1st and 3d Sundays at 2 P. M.
H. B. Eldridge, 21 Walnut Ave. Master
R. Stackhouse, 697 Broad St., Chambersburg, N. J. Secretary
F. P. Parsons, 18 Sandford St. Financier
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets 2d and 4th Sundays at 2 P. M.
I. C. Seriff, Box 33 Master
E. C. Johnson, Box 137 Secretary
M. Gross, Box 331 Financier
- 255. NEIGHBOR; McCook, Neb.**
Meets 2d and 4th Saturday evenings.
J. H. McMonigal, Box 232 Master
Wm. Kette, Box 102 Secretary
S. H. Heard, Box 245 Financier
- 256. HIGH LINE; Como, Colo.**
Meet at McFarlan Hall every Thursday at 7:30
C. Armstrong Master
G. W. McAleer Secretary
M. D. Finn Financier
- 257. KIT CARSON; Raton, New Mexico.**
Meets every Sunday at 2 P. M.
A. McCready Master
W. S. Kessler Secretary
Patrick Boyle, Box 39 Financier
- 258. RENO; Nickerson, Kansas.**
Meet in I. O. O. F. Hall every Sunday at 2 P. M.
M. Norton, Box 264 Master
A. S. Ritenour Secretary
E. A. Leighty Financier
- 259. LA JUNTA; La Junta, Colo.**
Meets every Wednesday at 7:30 P. M.
F. Bradbury, Box 51 Master
G. W. Runnels, Box 133 Secretary
W. Averill Financier
- 260. CALIFORNIA; Sacramento, Cal.**
Meet every Thursday at 7 P. M. in Red Men's Hall, Masonic building, 6th and K Sts.
J. Cummings, Box 107 Master
H. O. Steele, Box 107 Secretary
G. E. Hanford, Box 107 Financier
- 261. MAGDALENA; San Marcel, New Mexico.**
Meets in B. L. E. hall, 1st and 3d Sundays and 2d and 4th Tuesdays.
E. Worrell, Box 41 Master
W. L. Ewing, Box 75 Secretary
W. Taylor Financier
- 262. QUEEN CITY; West Toronto Junct., Ont.**
Meets alternate Saturdays at 7:30 P. M.
W. Hyndman Master
A. Madden Secretary
A. E. Stewart Financier
- 263. ALAMO; Taylor, Texas.**
Meets every Wednesday at 8 P. M.
A. E. Hayden, Box 10 Master
B. VanHoesen Secretary
A. E. Atkman Financier
- 264. J. K. GILBREATH; Butte City, Montana.**
Meet in Cobban Hall every Thursday at 8 P. M.
M. W. Fitzgerald, South Butte, Mon Master
J. Byrne, Box 4, South Butte, Mon Secretary
C. H. DeCamp, South Butte, Mon Financier
- 265. GRAND RIVER; Grand Rapids, Mich.**
Meet 1st and 3d Sundays at 2:30 P. M. in O. F. Hall.
E. Decker, 611 S. Division St. Master
A. E. Geary, 525 S. Division St. Secretary
J. Kitselman, 5 Olive St. Financier
- 266. JOHN HICKEY; South Kaukauna, Wis.**
Meet 2d and 4th Sundays.
T. Hayes Master
P. H. Ryan Secretary
A. Krienke Financier
- 267. ENDEAVOR; Algiers, La.**
Meets every Wednesday at 7:30 P. M. at St. Charles Hall, on Patterson St.
B. R. Bliss, Care J. B. Fink Master
A. H. Flynn, 87 Pacific Ave. Secretary
W. Maguire, 207 Peters St. Financier
- 268. CHICKAMAUGA; Chattanooga, Tenn.**
Meets every Friday at 2 P. M.
D. V. Cahill, 220 Montgomery Ave. Master
E. Gantt, 25 Hooke St. Secretary
T. O'Leary, 52 McCreary St., Cor Hines, Nashville, Tenn. Financier
- 269. O. K.; Cincinnati, Ohio.**
Meet N. W. 8th and Freeman Sts. 1st and 3d Sunday evenings of each month.
F. O. Miller, 42 Hathaway St. Master
R. E. McKenzie, 151 Baymiller st Secretary
D. P. Keegan, 439 Richmond st Financier
- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets 1st Sunday at 2 P. M. and 3d Saturday at 7:30 P. M. Cor. Franklin and Bloomington ave. So.
S. B. Thompson, 2216 Cedar Ave. S. Master
W. L. Higbee, 2213 Snelling ave Secretary
D. Lucas, 407 Fifth St. S. Financier
- 271. BYRAM; Stanhope, N. J.**
Meets at Drake's Hall 1st and 3d Sundays, South Stanhope.
Win. Weller, Box 25, Port Morris, N. J. Master
R. A. Trezise, Box 30, Port Morris Secretary
T. F. Burtt, Box 86, Port Morris, N. J. Financier
- 272. WILSON; Junction, N. J.**
Meets at Well's Hall, Main St. 1st and 3d Sundays at 1 P. M.
J. Osman Master
G. B. Weller Secretary
F. Maxwell Financier
- 273. DENVER; Denver, Colo.**
Meet at 430 Santa Fe St.
R. M. Huntington, 549 Santa Fe St. Master
G. M. Wilson, 416 S. 9th St. Secretary
G. Smith, 208 Thirteenth St. Financier
- 274. JACKSON; Clifton Forge, Va.**
Meets every Sunday at 10 A. M.
J. W. Myers Master
B. H. Thomas Secretary
J. W. Barrett Financier
- 275. LEE; Richmond, Va.**
Meets 1st and 3d Sundays at 1:30 P. M., in Thoms' Hall Cor. 17th and Main Sts.
C. W. Jenkins, Carrington st, Crow Hill Master
W. A. Demarie, N. N. & M. V. round house Secretary
E. List, 1008 Buchanan st Financier
- 276. GRAFTON; Grafton, W. Va.**
Meet in Odd Fellows' Hall every Sunday at 2 P. M.
E. Dixon Master
J. E. Connors Secretary
A. B. Enoch Financier
- 277. ALABAMA; Mobile, Ala.**
Meets every Monday at 2 P. M.
H. C. Moore Master
W. Cole Secretary
R. H. McCarty Financier

- 278. ANDERSON; Vickaburg, Miss.**
Meets every Sunday at 7:30 P. M.
W. Wright, L. Box 482 Master
J. R. Haring, L. Box 482 Secretary
M. E. Murphy, L. Box 482 Financier
- 279. METEOR; McComb City, Miss.**
Meets 1st and 3d Sundays at 3 P. M. in Odd Fellows' Hall.
S. Q. Ford Master
A. W. Jennings Secretary
Wm. McIntyre Financier
- 280. OZARK; Thayer, Mo.**
Meets in Sachre's Hall 2d and 4th Sundays at 9 A. M. and 1st and 3d Sundays at 7 P. M.
H. Lohnes Master
J. A. Attyeo Secretary
G. Bennett Financier
- 281. TUNNEL HILL; New Albany, Ind.**
Meet in Heddin's Hall 1st and 3d Sundays at 2 P. M.
W. C. Brown Master
E. E. Reeves Secretary
C. Sinex Financier
- 282. BUENOSIDE; Mt. Carmel, Ill.**
Meet on Main, between 3d and 4th Sts., every Sunday at 2 P. M.
Bert Launt Master
C. Minniear Secretary
W. F. Gibson Financier
- 283. LACKAWANNA; Great Bend, Pa.**
Meets 1st and 3d Saturdays at 8 P. M. in Red Men's Hall, Day's Bk., Main st.
F. J. May, Hallstead, Pa. Master
J. F. McCormick, Hallstead, Pa. Secretary
H. P. Crowthbridge, Halstead Pa. Financier
- 284. ELM CITY; New Haven, Conn.**
Meets at Elk's Hall, 852 Chapel St. 1st Saturday at 8 P. M. and 3d Sunday at 2 P. M.
J. H. Hall, 186 Rosette St Master
E. S. Alling, 88 Cedar St Secretary
C. T. Downs, 123 Cedar St Financier
- 285. CHARTER OAK; Hartford, Conn.**
Meets 2d and 4th Sundays of each month at 1:30 P. M., at 3 Pratt st.
W. W. Hosford, 15 Elm St. Master
W. F. Day, 119 Ann St. Secretary
H. L. Stearns, 115 Trumble St. Financier
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meet at 119 N. Jefferson St. 2d and 4th Sundays at 1:30 P. M.
F. Shinsky, L. Box 500 Master
A. Fixel, 806 north 5th st Secretary
C. L. Sterling, 701 N. Jefferson St Financier
- 287. ALTOONA; Altoona, Pa.**
Meets in Otto's Hall, E. 12th St., bet. 8th and 9th Ave. every Sunday at 1 P. M.
W. E. Hammond, 1816 Union Ave Master
J. F. Walls, 1117 17th St. Secretary
F. A. Davis, 1903 Union Ave Financier
- 288. EMMET; Eatherville, Iowa.**
Meet in Masonic Hall 1st Sunday at 2 P. M. and 3d Monday at 7 P. M.
W. S. Davis, Box 80 Master
F. T. Slayton, Box 121 Secretary
G. Godden, Box 78 Financier
- 289. GRAND ISLAND; Grand Island, Neb.**
Meets second and fourth Sundays.
J. W. Allwine, L. Box 135 Master
G. Morgan, Box 575 Secretary
J. F. Shannon Financier
- 290. MARION Hannibal, Mo.**
Meets 2d and 4th Sundays at Constellation Hall.
J. T. Hart, 412 Washington St Master
R. Tierney Secretary
J. C. Shaw Financier
- 291. ATLANTIC; Brooklyn, N. Y.**
Meets at Pythias Hall, Cor. Atlantic and Georgia Aves., East New York, N. Y., 2d and 4th Saturdays at 8 P. M.
W. C. Latimer, 118 Hall St. Master
G. W. Bruno, East New York, N. Y. Secretary
W. M. Valentine, East New York, N. Y. Financier

- 292. MONUMENTAL; Baltimore, Md.**
Meets every Friday at 7:30 P. M. in Armstrong & Denny's Hall, Cor. Light and Montgomery Sts.
W. H. Zepp, 140 Ridgely St. Master
S. E. LaBarrer, 186 Scott St. Secretary
J. S. Norris, 355 William St Financier
- 293. LAFAYETTE; Philadelphia, Pa.**
Meet Cor. Frankfort Road and Sargent St. 2d and 4th Sundays at 1 P. M.
J. J. Leahy, 2627 Fremont St Master
W. J. Sharkey, 2008 Somerset St Secretary
D. J. Kilty, 2809 Edgemont St Financier
- 294. OHIO RIVER; Huntington, W. Va.**
Meets 1st Saturday and 3d Thursday at 7 P. M., in Palmer's building, 3d ave., bet. 8th and 9th sts.
O. G. Temple Master
O. L. Jackson Secretary
J. D. Ferrell Financier
- 295. U. S.; Davenport, Ia.**
Meets 1st and 3d Sunday of each month.
G. Dougherty, 214 W. Front St Master
E. W. Mason, Room 6, Davis Block Secretary
E. W. Mason, Room 6, Davis Block Financier
- 296. AT LANT; Knoxville, Tenn.**
Meets every Saturday at 7 P. M., corner Gay and Clinch streets.
J. P. Flood, 71 McGhee St Master
C. T. Payne, 71 E. Crumb St Secretary
S. A. Presnell, 141 McGhee St Financier
- 297. CLARK; Jeffersonville, Ind.**
J. Wilson, Box 392 Master
L. Eggleston Secretary
A. B. Chambers Financier
- 298. GLENCOE; St. Louis, Mo.**
Meets at Chouteau Hall, 2817 Chouteau Ave., 1st and 3d Thursdays at 7:30 P. M.
G. Andreys, 2843 Market St. Master
W. J. Murphy, 314 Montrose Ave Secretary
J. McCleskey, 2009 Papin St. Financier
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meet at Jagers' Hall every Wednesday at 7 P. M.
M. Prescott Master
C. H. Miller, Box 37 Secretary
N. D. Hoffman Financier
- 300. HARBOR CITY; Michoud City, Ind.**
Meet 1st Monday at 2 P. M. and 3d Monday at 7 P. M., over First National Bank.
A. S. Hewitt, Box 834 Master
H. J. Manney, Box 371 Secretary
W. H. Henry, Box 49 Financier
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets 1st Sunday at 10 A. M. and 3d Friday at 7 P. M. of each month in Engineer's hall.
S. J. Norris Master
N. E. Aldrich Secretary
W. M. Weeks Financier
- 302. YOUGHIOGHENY; Connellsville, Pa.**
Meets at Reisinger Hall, Main street, alternate Sundays.
C. L. Gray, Box 231 Master
A. C. Plante Secretary
S. A. McPhee, Box 387 Financier
- 303. POST OAK; Hempstead, Texas.**
Meets every Sunday at 3 P. M. in Masonic Hall.
J. E. Dehu Master
J. A. Weir Secretary
J. E. Dehu Financier
- 304. THREE BRANCH; Argenta, Ark.**
Meets every Sunday at 3 P. M.
F. H. Barrelle Master
G. B. Yauch Secretary
R. G. Curtis Financier
- 305. SOLIDAD; Jimulco, Mexico.**
M. H. Adams, El Paso, Texas Master
care J. S. Turner, M. M., Jimulco, Mexico.
J. M. Cornelius, El Paso, Texas Secretary
care J. S. Turner, M. M., Jimulco, Mexico.
C. Koepke, El Paso, Texas Financier
care J. S. Turner, M. M., Jimulco, Mexico.

- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturdays at 7:30 P. M., and 4th Sunday at 3 P. M. in K. of L. Hall.
J. C. Muzzey, 53 School st. Master
J. P. Callahan, 19 Pine st. Secretary
J. Burbeck, Box 343 Financier
- 307. HAMDEN; Springfield, Mass.**
Meet in Crescent Hall, 218 Main St., 1st and 3d Sundays.
F. E. Gates, 34 Patton St. Master
W. M. Butler, B. & A. Engine House Secretary
C. A. Chapin, B. & A. R. R. Financier
- 308. BELLE HAVEN; Alexandria, Va.**
E. B. Kemp Master
W. M. Mansfield 228 Duke st. Secretary
C. M. Bruin Financier
- 309. BARTHOLDI; Long Island City, N. Y.**
Meets 2d Monday and 4th Saturday, cor. Vernon ave. and Ferry sts.
W. Simon Master
J. W. Brown, 145 Dupont St., Green Point. Secretary
L. I. Secretary
W. Carroll, Long Island City, N. Y. Financier
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
H. C. Martin Master
Geo. Wareham Secretary
J. O. Elder Financier
- 311. BELLE PLAINE; Belle Plaine, Ia.**
R. Rippen Master
J. Hamby Secretary
C. A. Howe Financier
- 312. BLUE VALLEY; Wymore, Neb.**
M. Heffernan Master
F. R. Swaney, Box 6 Secretary
S. E. Fulton, Box 85 Financier
- 313. KAW VALLEY; Armondale, Kansas.**
Meets alternate Mondays at 7:30 P. M., in Mellville Hall.
C. Laughlin, Box 54 Master
John Williams, Box 131, Armstrong Secretary
John Donovan, Box 32, Armstrong Financier
- 314. MINERVA; New Castle, Pa.**
Meets alternate Sundays in K. of L. Hall.
E. V. Shatto, 1000 1/2 1/2 town, Pa. Master
G. Lutton Secretary
R. Russell Financier
- 315. TROY CITY; Green Island, N. Y.**
W. J. Mattice Master
W. J. Murray Secretary
H. R. Peach Financier
- 316. OMEGA; Buffalo, N. Y.**
Meets every Saturday at 8 P. M. at Siebert's Hall.
H. Zileh, 634 William St. Master
W. H. Walsh, 1003 Broadway Secretary
T. S. Winshap, 510 E. Seneca St. Financier
- 317. MOUNT PENN; Reading, Pa.**
Meets 1st and 3d Sundays at 9:30 A. M. in Bland's Hall, 9th and Penn Sts.
E. Noonan, 630 N. 8th St. Master
W. A. Gordon, 836 Green St. Secretary
H. Drake, 604 N. 10th St. Financier
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburgh, Pa.**
R. H. Scott, Glenwood, 23d Ward Master
J. F. Wills, Glenwood, 23d Ward Secretary
W. J. McNamamy, Glenwood, 23d ward. Financier
- 319. ORPHANS' HOPE; Dennison, Ohio.**
T. E. Whitesides Master
J. H. Rowland Secretary
A. Eckfield Financier
- 320. DUNHAM; Martinsburg, W. Va.**
Meets every Saturday at 7:30 P. M. in K. of P. Hall.
W. M. Johnson Master
C. B. Crowell Secretary
P. E. Cage Financier
- 321. SNOW DRIFT; Chapleau, Ont.**
Meets every Sunday at B. of L. F. Hall, over Osborne's Store, at 2 P. M.
A. Rathwell, C. P. R. R. Master
W. J. Devlin, C. P. R. R. Secretary
J. McAdams, C. P. R. R. Financier

- 322. WISSAHICKON; Philadelphia, Pa.**
L. D. Woodington, 1839 N. Ninth st. Master
J. Haas, 2135 Darlen St. Secretary
I. S. Stearly, 923 Mt. Vernon St. Financier
- 323. ANTHRACITE; Tamaqua, Pa.**
W. H. Fry, Box 367 Master
W. Heckman, Box 367 Secretary
W. J. Dintinger, Box 347 Financier
- 324. MOUNTAIN GROVE; Catawissa, Pa.**
J. W. Fisher Master
D. Geiger, Jr. Secretary
J. Kelly Financier
- 325. SCHUYLKILL VALLEY; Pottsville, Pa.**
J. J. Harty, 56 E. Bacon St., Pa. Master
W. H. Sowers, 102 W. Savoy St., Palo Alto, Pa. Secretary
B. J. McGuire, Port Carbon, Pa. Financier
- 326. FOLWELL; Bradford, Pa.**
Meets 1st and 3d Sundays at 7 P. M. in G. A. R. Hall.
C. Billington, 6 Johnson St. Master
J. H. Feiner, 61 Davis St. Secretary
C. V. Falwell, 16 St. James Place Financier
- 327. SILVER MOUNTAIN; Barstow, Cal.**
Meets in B. of L. F. Hall 1st and 3d Sundays and 2d and 4th Wednesdays of each month at 7:30 P. M.
A. W. Mero, Box 10 Master
F. P. Riggs Secretary
A. W. Mero, Box 10 Financier
- 328. STONE BALEAST; Plattsmouth, Neb.**
W. Crehan Master
J. A. Marshall, Box 75 Secretary
W. P. Ferguson, L. Box 916 Financier
- 329. SOLOMON VALLEY; Downs, Kansas.**
A. Dillon Master
W. Jacobia Secretary
R. H. Rundle Financier
- 330. RIVER VIEW; Kansas City, Kansas.**
Meets 2d and 4th Thursday evenings.
Jas. O. Laughlin, Armondale, Kan. Master
A. W. Abrant, 1354 Liberty St. Secretary
E. J. Pearce, Box 4 Station A Financier
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**
W. Muldoon Master
W. C. Wright, Box 77 Secretary
O. Fischer, Box 2, South Englewood, Ill. Financier
- 332. STONE MOUNTAIN; Augusta, Ga.**
Meets every Sunday at 4 P. M.
A. J. Wages, G. R. R. Shops Master
J. W. Berry, G. R. R. Shops Secretary
H. J. Harty, 520 Walker St. Financier
- 333. FAIRMOUNT; Philadelphia, Pa.**
Meets alternate Sundays.
B. F. M. Keffer, 4116 Ogden St. Master
G. V. Plant, 3811 Wallace St. Secretary
C. H. Maul, 830 N. 40th St. Financier
- 334. ELLSWORTH; Philadelphia, Pa.**
L. Genay, 1007 Ward St. Master
W. M. Akin, 1521 Woodstock St. Secretary
F. H. Hartzell, 1503 Ellsworth St. Financier
- 335. SAINT ADOLPHUS; Hochelaga, Canada.**
A. Pring, 43 1/2 Dufreneau St. Master
P. Dionne, 60 Iberville St. Secretary
G. Boisvert, 21 Malbrough St. Financier
- 336. FALL RIVER; Neodesha, Kansas.**
W. Driscoll, Pierce City, Mo. Master
J. W. Chasteen Secretary
J. A. McPaul Financier
- 337. BI & FOUR; Kansas City, Mo.**
C. T. Allis, 1631 Bellevue Ave. Master
G. H. Roberts, 1631 Bellevue Ave. Secretary
J. Leonard, 1819 Mercer St. Financier
- 338. WEST BRANCH; Renovo, Pa.**
F. Kerby Master
F. A. McGuire Secretary
G. B. McMonigal Financier
- 339. WHITE BREAST; Chariton, Iowa.**
M. L. Bixler Master
A. M. Wilby, L. Box 156 Secretary
M. Zimmer, Box 31 Financier

MORE MONEY FOR YOUR WORK

If you improve good opportunities. HALLETT & CO., Portland, Maine, will mail, free, full information showing how you can make from \$5 to \$25 and upwards a day, and live at home wherever you are located. Better write; some have made over \$50 in a day; all new. No capital required; started free. Both sexes; all ages. Success for every worker. Send address and see for yourself.

CANADIANS,

Employed on American Railroads, the only railroad journal in Canada is

RAILWAY LIFE,

OF TORONTO.

It is published monthly, and costs but

One Dollar per Annum,

In advance. RAILWAY LIFE will keep you informed upon the state of railway affairs at home. It is the best printed and handsomest class paper in Canada. If you want to be convinced of this send ten cents, in American stamps, for a sample copy.

Persons getting up clubs of four and sending us four dollars will receive the paper for one year, free.

W. B. CAMPBELL,
Publisher and Proprietor.
64 Bay Street, Toronto.

WANTED 1000

AGENTS to take subscriptions for
THE AMERICAN RAILROADER!

Twice a Month.



\$1.00 a Year.

The only Employees' journal that comes to its subscribers twice a month for only \$1.00 per year. Write for terms and sample copies. Address,

THE AMERICAN RAILROADER,

224 SOUTH CLARK STREET,

Only Railroad men need apply.

CHICAGO.



Comet Pile Remedy.
Comet Liniment.
Comet Catarrh Cure

PRICES OF EACH,

FIFTY CENTS.

Recommendations furnished. Correspondence solicited. For sale by Druggists. Sent by mail or express, on receipt of price, charges paid by us.

COMET MEDICINE CO.,
1027 North Ninth St., cor. Carr,
St. Louis, Mo.

30 DAYS' TRIAL

DR.
DYE'S
VOLTAIC
BELT.

(BEFORE - AND - AFTER)

Electric Appliances are sent on 30 Days' Trial.

TO MEN ONLY, YOUNG OR OLD,

WHO are suffering from NERVOUS DEBILITY, LOST VITALITY, LACK OF NERVE FORCE AND VIGOR, WASTING WEAKNESSES, and all those diseases of a PERSONAL NATURE resulting from ABUSES and OTHER CAUSES. Speedy relief and complete restoration of HEALTH, VIGOR and MANHOOD GUARANTEED. The grandest discovery of the Nineteenth Century. Send at once for illustrated Pamphlet free. Address

VOLTAIC BELT CO., MARSHALL, MICH.

ESTABLISHED 1846

MUNN & CO.
PATENTS
NEW YORK

After Forty years' experience in the preparation of more than One Hundred Thousand applications for patents in the United States and Foreign countries, the publishers of the Scientific American continue to act as solicitors for patents, caveats, trade-marks, copyrights, etc., for the United States, and to obtain patents in Canada, England, France, Germany, and all other countries. Their experience is unequalled and their facilities are unsurpassed.

Drawings and specifications prepared and filed in the Patent Office on short notice. Terms very reasonable. No charge for examination of models or drawings. Advice by mail free.

Patents obtained through Munn & Co. are noticed in the **SCIENTIFIC AMERICAN**, which has the largest circulation and is the most influential newspaper of its kind published in the world. The advantages of such a notice every patentee understands.

This large and splendidly illustrated newspaper is published **WEEKLY** at \$3.00 a year, and is admitted to be the best paper devoted to science, mechanics, inventions, engineering works, and other departments of industrial progress, published in any country. It contains the names of all patentees and title of every invention patented each week. Try it four months for one dollar. Sold by all newsdealers.

If you have an invention to patent write to Munn & Co., publishers of Scientific American, 361 Broadway, New York.

Handbook about patents mailed free.

CONSUMPTION.

I have a positive remedy for the above disease; by its use thousands of cases of the worst kind and of long standing have been cured. Indeed, so strong is my faith in its efficacy, that I will send TWO BOTTLES FREE, together with a VALUABLE TREATISE on this disease, to any sufferer. Give Express and P. O. address.

DR. T. A. SLOCUM, 181 Pearl St., New York.

Only \$1.00 per Year.

Monthly.



A Practical Mechanical Journal,

DESCRIBING AND ILLUSTRATING

New Railway Appliances,

AND TREATING OF THE

RUNNING,

MANAGEMENT,

REPAIRING and

BUILDING

LOCOMOTIVES,

SHOULD BE IN THE HANDS OF

Every Live Engineer, Fireman and Railroad Mechanic

\$1.00 per Year.

Sample Copy Free.

Agents Wanted in every Railroad Center. Address,

**Am. Ry. Pub. Co.,
32 Liberty St., New York City.**

Chew Rail Road Plug.

TO THE BROTHERHOOD OF LOCOMOTIVE FIREMEN :

GENTLEMEN:—On the 2nd of January, 1886, we signed a contract with your Grand Officers to pay into your treasury a royalty of one cent on every pound of **Rail Road Plug** that we sell in the next five years.

If every member will assist by chewing this Tobacco, asking for it continually in stores that do not keep it, and asking his friends to try it, the Royalty paid into your Treasury will reach a large amount per month.

See that each butt of tobacco has our name on it.

Respectfully,

The Kentucky Rail Road Tobacco Co.

The above statement is correct. Ask your dealers to keep the "Rail Road Plug."

EUGENE V. DEBS, G. S. and T.

F. P. SARGENT, G. M.

WHOLESALE AGENTS.

Peter Hauptmann & Co., St. Louis, Mo.

Hulman & Co., Terre Haute, Ind.

Hannah & Michael, Mobile, Ala.

R. D. Kellogg, Rochester, N. Y.

G. S. Feeny, Wheeling, West Va.,

Kesler, Koch & Co., Louisville, Ky.,

Isaac Eberly & Columbus, Ohio,

THE ROYAL BREECH-LOADING SHOT GUN AND RIFLE COMBINED.

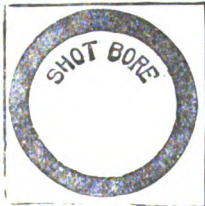


The Greatest Invention of the Age in Fire-Arms.
WILL SHOOT 5 TIMES WITH ONE LOADING.
USES CENTRAL FIRE CARTRIDGES.
 Length of Barrel, 26 in. As a Shot Gun No. 12 Bore. As a Rifle 38 Calibre.
 The Wonder and Admiration of the Sporting World.
 The Handsomest and most Complete Sporting Gun ever Offered at any Price.
 This Wonderful Fire-Arm is Protected by Patents, and we are the
SOLE AGENTS FOR THE UNITED STATES AND CANADA.

By a simple and ingenious invention it is so constructed that it can be loaded with ball and shot cartridges at the same time. In placing this new Shot Gun and Rifle combined on the market, at a price far below that of other first-class Fire-Arms, we give the **RETAIL PURCHASER** the benefit of every possible reduction. The price we offer the **Patent 5-Shot Breech-Loading Rifle and Shot Gun** at, barely covers the cost of manufacture, but it will insure a sale in every town in the United States, the result of which would take years of advertising to accomplish. This offer of the **ROYAL PATENT 5-SHOT BREECH-LOADING SHOT GUN and RIFLE** at our present low prices, holds good only for a limited time, and is for the purpose of introduction solely, in fact, if all our contracts for material and work had not been placed months ago, before the rise in metals and labor, we could not make these **FIRE-ARMS** at the present cost. **OUR PATENT SHOT GUN and RIFLE** is **WARRANTED and GUARANTEED** to be thoroughly made and of as fine material as any Fire-Arm in the world! Every part is made by special and expensive machinery, in large lots. Fire-Arms, like Sewing Machines and Pianos, have always paid an enormous profit to gun dealers, the actual cost being but a small part of the selling price. Only for the purpose of introduction will we sell a limited number of the **ROYAL** at the present price. We know this to be in the end the most effective and cheapest way to introduce a meritorious article. **FIRE-FIVE TIMES with one Loading, and is very ACCURATE and EFFECTIVE** at both Short and Long Distances. It can be Loaded with either ball or shot cartridges in less than a half minute, and every shot discharged in six seconds if necessary. The barrel is manufactured from the best material and tested in the most careful manner, all the trimmings are Nickel Plated, handsomely designed. Elegant English Walnut Stock, with Pistol Grip and Removable Peep Sight and the best of Steel Locks. This marvellous invention as a Breech-Loading Shot Gun, has been pronounced equal to the best imported English Guns that are selling at \$100 each, and as a RIFLE it is warranted perfect. It is only by manufacturing these Patent Combination **SHOT GUNS and RIFLES** in very large quantities that we are enabled to supply such an Excellent and perfect Fire-Arm for such an extraordinary low price! All other Breech-Loading and Repeating Rifles without the Shot Gun, retail from \$15.00 to \$30.00. We will send the **PATENT 5-SHOT BREECH-LOADING SHOT GUN and RIFLE COMBINED**, with Cleaning Tools, for \$4.00, carefully boxed, provided you cut this advertisement out and return it to us with your order on or before December 31, 1886. Only one gun will be sent with each advertisement; after December 31, 1886, the price will be \$16.00. If desired, we will send C. O. D. on receipt of \$3.00 to insure us against loss of Express charges. When full amount of cash is sent with order, we will send cartridges free. Each Gun is warranted to be just as represented or no sale. In Ordering, State Bore you wish Shot barrel, when not given, we send medium size. If you have friends living in New York you can have them call on us and examine or purchase the gun for you. Send money by Registered Letter or Post Office Money Order.

Hundreds of testimonials to be seen in our office.

ROYAL IMPORTING COMPANY,
 247 Pearl Street, New York.



POSITIVELY THE FIRST & ONLY

\$3.75

ONLY \$3.75

BEAUTY ONLY \$3.75.

To establish a trade direct with consumers at once and secure the good will of Agents for future business. We will send one of our beautiful and elegant Stem Winding Solid Gold finished watches by registered mail—on receipt of \$3.75. Every watch warranted to keep accurate time. A full jeweled, lever movement hunting case watch, \$4.50. Two watches, one of each kind \$7.60; either lady or gents' size, plain or engraved cases, or if you prefer to send us \$1.00 to pay for packing, express charges, etc., we will send a watch on approval, trusting to your honor to pay balance when you receive it. Any time within 60 days if not found exactly as described, money cheerfully returned. If you order two or more watches send \$1.00 for each watch. When full amount of money is sent with order we send an elegant Chain Charm Free with every watch. Will send open face if wanted. Handsome costly gold finished cases, new and beautiful designs and we will put it against any watch usually sold by dealers for ten times the amount. Just the thing for agents or others to sell or for speculation and trading purposes. **Positively no discount from above price—order at once as this offer will be withdrawn after 60 days. Send registered letter or P.O. money order.**

EDWARDS & CO.,
 Importers & Manufacturers
 137 Broadway, New York.